

Qualifier Recommended to Appear on Adopted Trails Maps

In order to minimize the public misconstruing "proposed" trails for "de facto" trails, the following language is recommended to appear upon all adopted Comprehensive Trails Plan Maps:

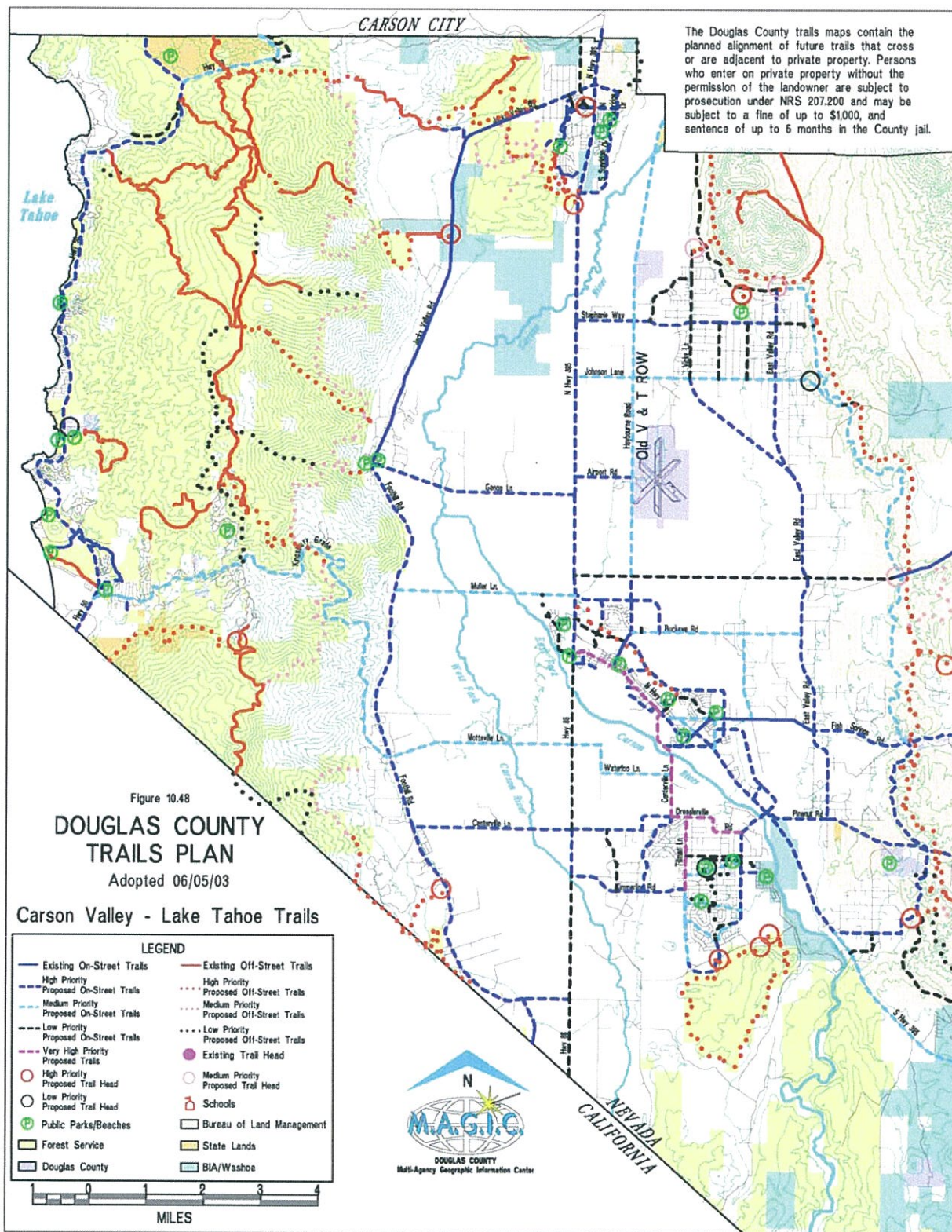
"These maps contain the planned alignment of future trails that cross or are adjacent to private property. Persons who enter on private property without the permission of the landowner are subject to prosecution under NRS 207.200, and may be subject to a fine of up to \$1,000, and sentence of up to 6 months in the County Jail."

Further language recognizing that future trails do not confer rights for public access until they are dedicated and accepted by the County has been incorporated as an implementation strategy.

Carson Valley – Lake Tahoe Summary Map

The Carson Valley and Lake Tahoe Summary Map, (*Figure 10.48*), includes all areas shown on the Lake Tahoe and Foothills Map, the South Carson Valley Map, the North Carson Valley Map and a portion of the East Carson Valley Map. Therefore, the geographic regions that are excluded from the summary map and are provided as separate maps and include the easterly portion of the East Carson Valley Regional Map and the Topaz Regional Map.

Large Topographical Maps for the five County regions noted above were used by the workshop participants. These large regional Workshop maps did contain the jeep trails found on USGS maps. However, so as not to bias the citizen input process, the workshop excluded the proposed trails that had been adopted as part of the 1996 Transportation Element. The existing and proposed trails have been identified as either on-street, (typically hard surface) or off-street, (typically soft surface). Hard surface trails are typically comprised of asphalt or concrete while soft surface trails include dirt, sand, gravel or a combination of impervious surfaces.



East Valley Trails Map

The East Valley Trails Map, (*Figure 10.49*), includes the Community Plan Areas of East Valley, Fish Springs, Ruhestroth and is located generally easterly of East Valley Road, providing public access points to the BLM Lands, (Pine Nut area). Pine Nut Road provides a primary access into the Pine Nut Mountain Area with access both to the Ruhestroth community and the Fish Springs area. The Fairgrounds area is planned to be developed to accommodate overnight stays and to serve as a multifunctional access point. This access point may be developed incorporating hiking, mountain biking, equestrian and motorized access into the Pine Nut Mountains.

Access within the Ruhestroth area is primarily local and limited to designated public easements granted to previous developments. However, a multiuse access point should be considered along the northwest and southern edge of the Ruhestroth Planning Area. This would provide access to BLM property and allow for equestrian, biking and motorized access around the Ruhestroth community area with a connection to the Douglas County Fairgrounds facility and Fish Springs Road.

It is proposed that the proposed north-south East Valley Road Trail enter upon BLM land at it's southern terminus.

Trails within the Fairgrounds area will need to be done carefully to avoid conflicts with the Douglas County Shooting Range. Trail developments from the Fairgrounds to Fish Springs Road through BLM property is also identified. The Fish Springs area would have trailheads providing parking and access into BLM property.

Bike lanes are shown to be extended along East Valley Road to Fish Springs Road. The bicycle lane along Fish Springs Road extends into the Gardnerville area intersecting with Stodick Park, which can serve as an access point for equestrian and/or bicycle access.

The bike lanes along East Valley Road will also include the intersection of similar bike lanes along Buckeye Road, which allows for the extension from the East Valley area back into the core of Minden. Accesses off East Valley Road may be provided through the dedication of public accesses from the Grandview Estates Project and/or coordinated for access east of Stockyard Road. Development of the trailhead in this area allows for access up and around the Douglas County Sewer District Storage Ponds and opening up access into the broader Pine Nut area.

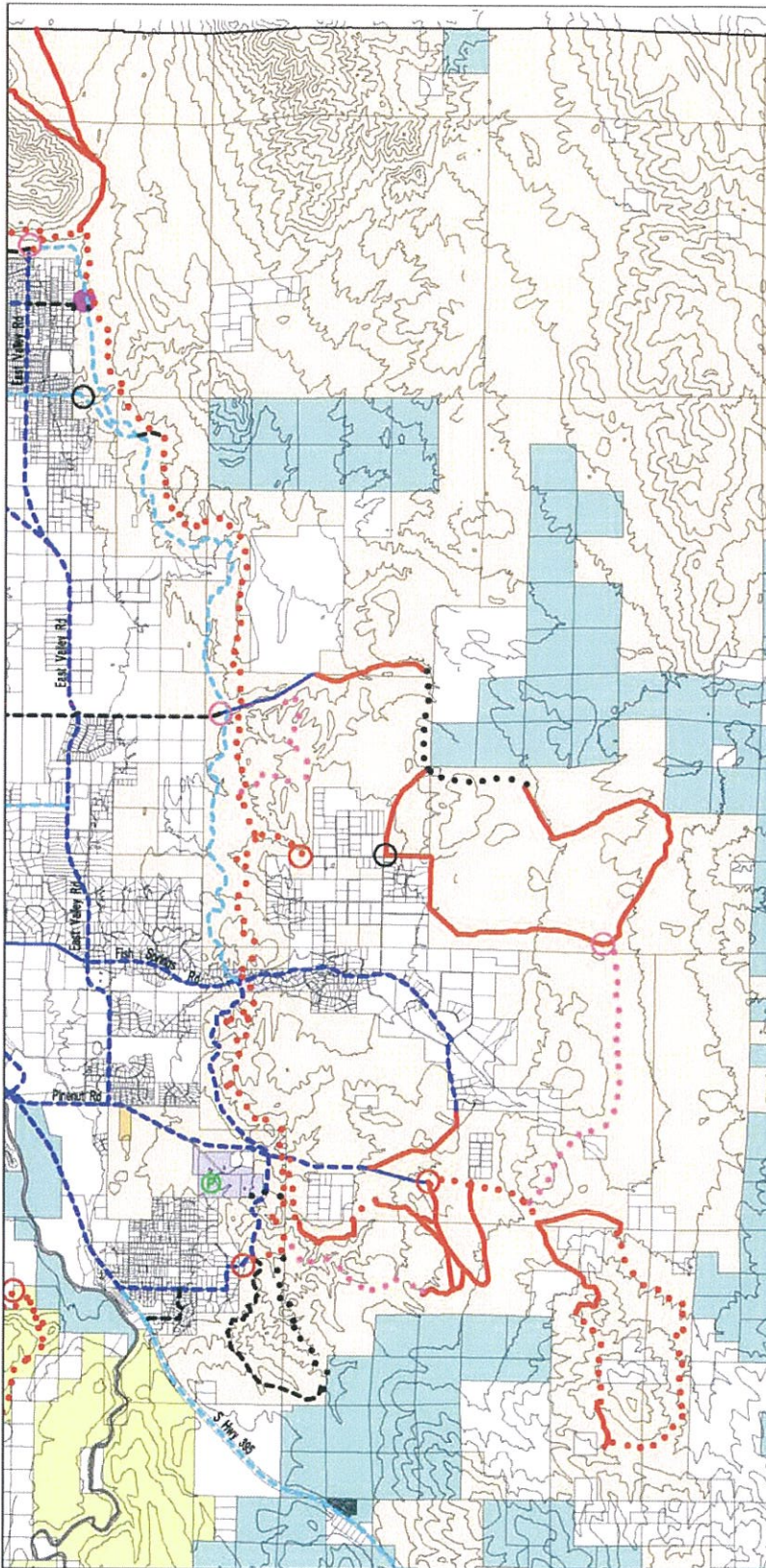


Figure 10.49

DOUGLAS COUNTY TRAILS PLAN

Adopted 06/05/03

EAST VALLEY TRAILS

LEGEND	
— Existing On-Street Trails	— Existing Off-Street Trails
- - - High Priority Proposed On-Street Trails	- - - High Priority Proposed Off-Street Trails
- - - Medium Priority Proposed On-Street Trails	- - - Medium Priority Proposed Off-Street Trails
- - - Low Priority Proposed On-Street Trails	- - - Low Priority Proposed Off-Street Trails
- - - Very High Priority Proposed Trails	● Existing Trail Head
○ High Priority Proposed Trail Head	○ Medium Priority Proposed Trail Head
○ Low Priority Proposed Trail Head	○ Schools
● Public Parks/Beaches	□ Bureau of Land Management
□ Forest Service	□ State Lands
□ Douglas County	□ BIA/Washoe



The Douglas County trails maps contain the planned alignment of future trails that cross or are adjacent to private property. Persons who enter on private property without the permission of the landowner are subject to prosecution under NRS 207.200 and may be subject to a fine of up to \$1,000, and sentence of up to 6 months in the County jail.



Trails and 2 trailheads extend north from the Fish Springs area extending along BLM property and along the southern edge of the Sewer District Ponds, providing access back off of East Valley and opening to Johnson Lane and Stephanie Way. An additional trailhead is identified off of East Valley Road entering into the more developed areas of the Johnson Lane Planning Area.

North Valley Trails Map

Figure 10.50, indicates the proposed trails and trailheads recommended for the Johnson Lane, Airport, Indian Hills and Jacks Valley Community Planning areas. An on-street bike lane is proposed to extend along Johnson Lane to Vicky Lane and Heybourne Road.

The bikelane along Heybourne Road would extend back to the Douglas County Airport. The preferred alignment would be an offset lane running adjacent to or over proposed County water lines providing access to Airport Road and ultimately extending along future Heybourne Road to Muller Lane extensions with the trail connecting with Buckeye Road and the existing Buckeye multipurpose trail. The location of any bikelanes along Heybourne Road would not conflict or be inconsistent with the future development of the V&T Railroad right-of-way.

This will provide access into the Town of Minden via either Buckeye Road or Muller Lane. The trail along Johnson Lane is anticipated to provide a paved trail supporting access to the BLM area.

Bike lanes shall be extended along Stephanie Way potentially from Highway 395 to East Valley. At a minimum, an extension from Heybourne to East Valley shall be provided. This will allow for the safe travel of students to both Pinion Elementary School and Johnson Lane Park.

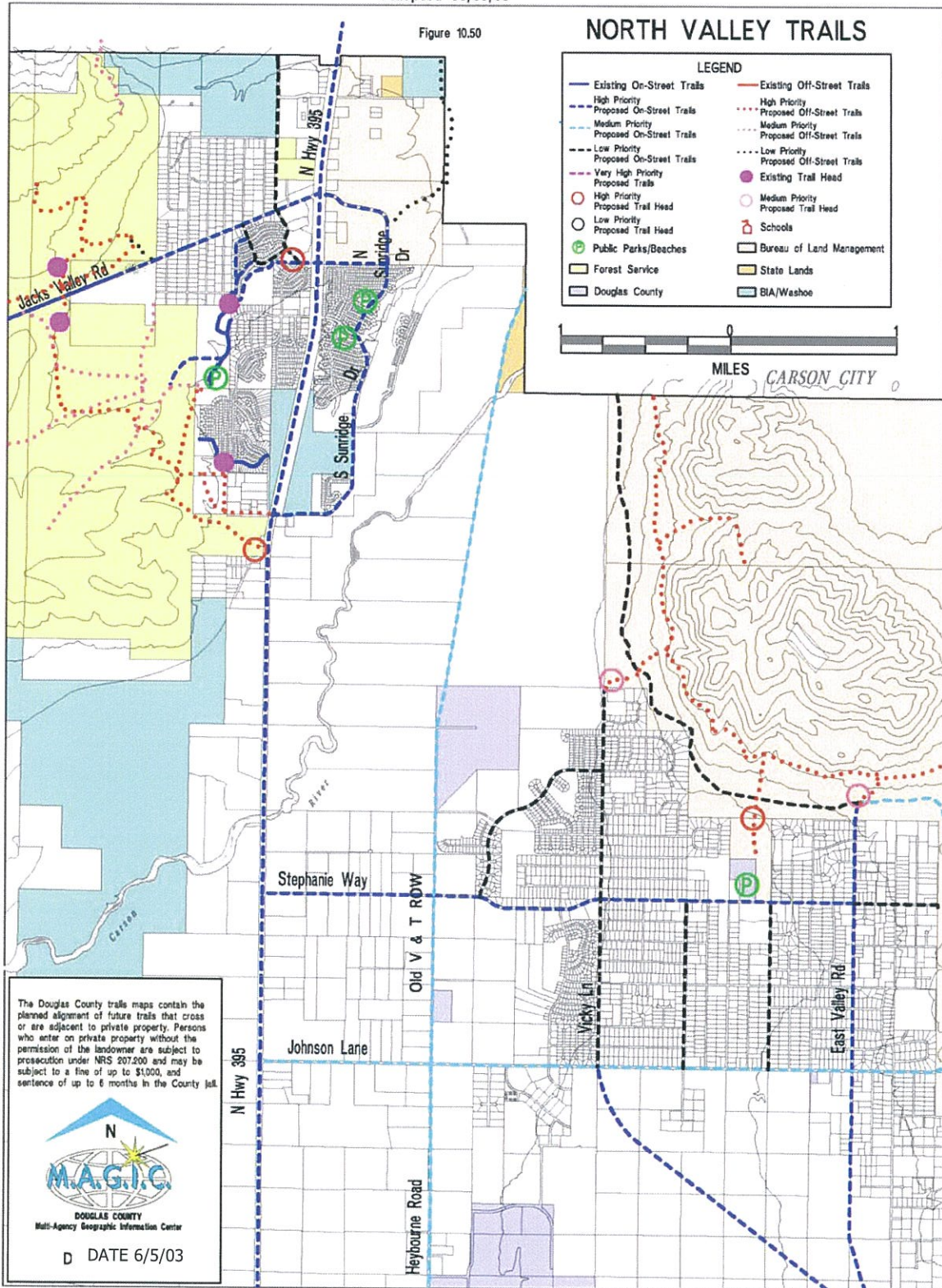
Public access at the end of Stephanie Way has already been provided in the form of a parking area. It is designated primarily for equestrian access but may also be utilized for hiking and biking.

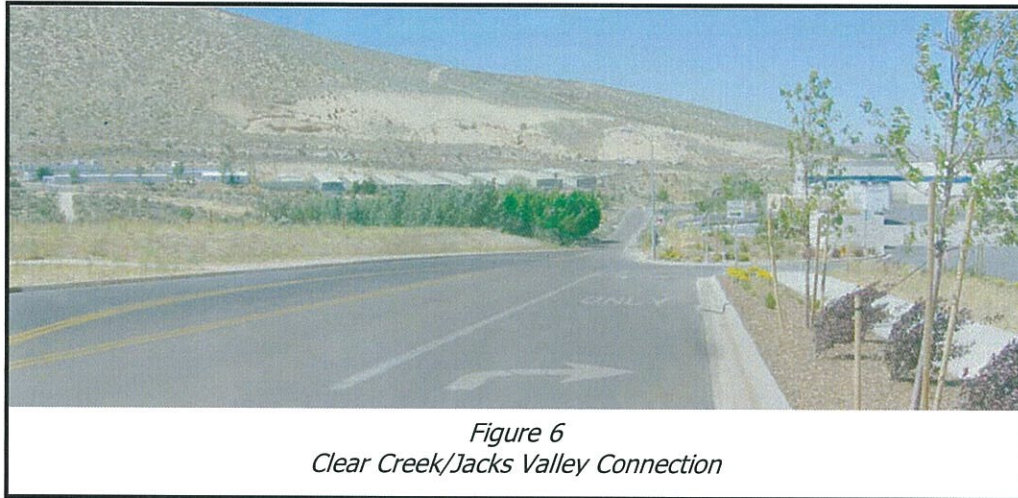
Johnson Lane Park located off Stephanie Way is also designated to provide equestrian, hiking and biking access into the Pine Nut Mountain Area, specifically into the Hobo Hot Springs mountain area. This area may also be pursued to create specific trails to be utilized by off-road vehicles. The development of the trailhead at Johnson Lane Park would also provide good linkages between East Valley Road, Vicky Lane and Heybourne Road for other types of accesses to the park to enjoy the variety of planned recreational facilities.

In the Indian Hills/Jacks Valley area, there are a number of opportunities to take advantage of existing trails and pedestrian access points, which tie together existing community facilities and improve access into the Jacks Valley Wildlife Management area.

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Development of the commercial property along the west side of Highway 395 in North Douglas County includes the ultimate extension of Vista Grand Boulevard from the intersection of Jack's Valley Road to Old Clear Creek Road. The first phase of this connection is a part of the Retail Development during 2003 and 2004.

This trail provides a linkage between Old Clear Creek Road and Jacks Valley Road and as a linkage to Fuji Park located in Carson City. This is a multi purpose trail serving pedestrian, equestrian, and bicycle uses. It will provide access into the commercial developments as well as between major roads. With the connection to Clear Creek, it allows for a continued use of Old Clear Creek Road to access trails located at the end of Old Clear Creek.

A substantial amount of interconnected trails servicing James Lee Park are also planned and/or currently exist. This includes extensions off Vista Grande behind the Home Depot and Target Shopping Centers servicing a small park area with a trail access for area residents into James Lee Park.

A long-term effort should be made to extend multiuse trails from the Sunridge development area to the Carson River, allowing for a Carson River trail to extend north toward Carson City. A river crossing should be pursued to allow for a connection into the Johnson Lane Planning Area. A proposed location for such a trail would be to follow the existing water and sewer line easements to reduce the level of disruption of any wetlands area. This trail is not anticipated to be supported by future development and will need to be pursued through other means and is not anticipated for several years.

Tahoe / Foothill Trails Map

Figure 10.51 includes the proposed trails and trailheads recommended for the Lake Tahoe and Foothills areas including the Town of Genoa, the North Agriculture Area and portions of the Central Agriculture Area.

The existing Jacks Valley trail system will need to be extended along Jacks Valley Road between the Residential area and Jacks Valley Elementary School. The Master Plan currently calls for a Class I Bikeway on this section of road. A second alternative is for an offset trail along the south side of Jacks Valley Road. Final design will depend on securing necessary right-of-way and costs. This will require a cooperative effort between the Forest Service, Douglas County and Douglas County School District. Completion of this trail will provide safe access for students to travel from the residential areas to the elementary school. The trail ultimately connects with the Class 1 Bicycle lanes that extend along Jacks Valley Road to the Town of Genoa.

The Alpine View development includes two public access points. These access trails are located off of Mont Blanc Ct. and extend between existing private parcels. The access is primarily designed for neighborhood use and is limited to hiking. However, as the development is served by public roads these access points may be utilized by the general public.

The Southwest Point Partners proposed golf community development is required to dedicate a public trail easement along the south portion of their development. This trail will extend from the Jacks Valley Wildlife Management Area, (across their property), to U. S. Forest Service property on the east side of Jacks Valley Road. If this project doesn't move forward, then any future division of the property (i.e., intensification of use) will need to consider trail / bikeway connections to public lands located to the east and west.

The discussion related to the dedication of this easement included a request from the Alpine View homeowners that a trailhead be located along Foothill Road in order to have a lesser impact on existing residents. With the concept of the co-location of community facilities, a trailhead parking area is proposed to be located within the Jacks Valley Wildlife Management Properties, (USFS).

An additional trail development is also considered to extend north around the Alpine View development and then west to intersect with the trail easement dedicated as part of the Southwest Point Partners development. The location of this trail is proposed to be along the outside edge of the existing fire break that extends around the Alpine View area. This will allow for limited impact on neighbors and also serve to enhance the viability of the fire break trail. Usage is designated for non-motorized use but would allow at a minimum, hiking and equestrian access and potentially mountain biking.

The development of the trails outlined above will provide for multiple access into the Jacks Valley Wildlife Management Area, located on both the north and south sides of Jacks Valley Road, and provide a minimum of two access points into the Sierra Nevada mountains, one being through the top of Clear Creek, and the second one being across the Southwest Point Partners development. The trailhead, or staging areas, would be accommodated through Fuji Park, the Jacks Valley Elementary School, James Lee Park, the USFS property and the Indian Hills GID open space area north of Hobo Hot Springs.

The plan considers two access points on the west side of Jacks Valley Road, affecting tribal Land and a portion of the Mountain Meadows, (Little Mondeaux), subdivision. The development of this trail linkage will require negotiations with the Washoe Tribe, the private property owner and the Forest Service.

The Genoa community planning area provides an opportunity for a number of different levels of trails and access into and through the Carson Valley as well as into the Sierra Nevada Mountains. The Town of Genoa also affords the connectivity through the Mormon Station State Park Facilities as well as Town park amenities. These specific access points are a potential for the Town of Genoa extending into the Sierra Nevada Mountains with additional development of bike lanes and multipurpose pedestrian trails extending down Genoa Lane and to Foothill Road.

Access to USFS public land exists off of Snowshoe Lane via access from Jacks Valley Road and Centennial Drive. For general access location, the Mormon Station State Park may be utilized.

At the end of Carson Street where Douglas County has installed a water tank, there is the potential for co-location of a trailhead area. However, this Plan does not advocate this recommendation. There is an existing Forest Service property which may be utilized for a smaller trailhead facility. The access in this area is steep and somewhat difficult. No improvements or trailhead is recommended at this time.

The Plan considers bikelanes extending eastward for Genoa Lane, Muller Lane, Mottsville Lane and Centerville Lane to U.S. Highway 395.

A primary interconnection with the trail / bikeway system would be the continuation of the Jacks Valley/Foothill bike lanes from the Town of Genoa to David Walley's Hot Springs Resort to provide for a better level of recreational connection between the time-share/resort development and the Town of Genoa.

Along Foothill Road, the bicycle lanes would be continued from David Walley's Hot Springs Resort to the intersection with Kingsbury Grade. This extension will allow the park-and-ride area at the base of Kingsbury to serve as a starting point for use of bike trails as well as to serve as a park-and-ride facility.

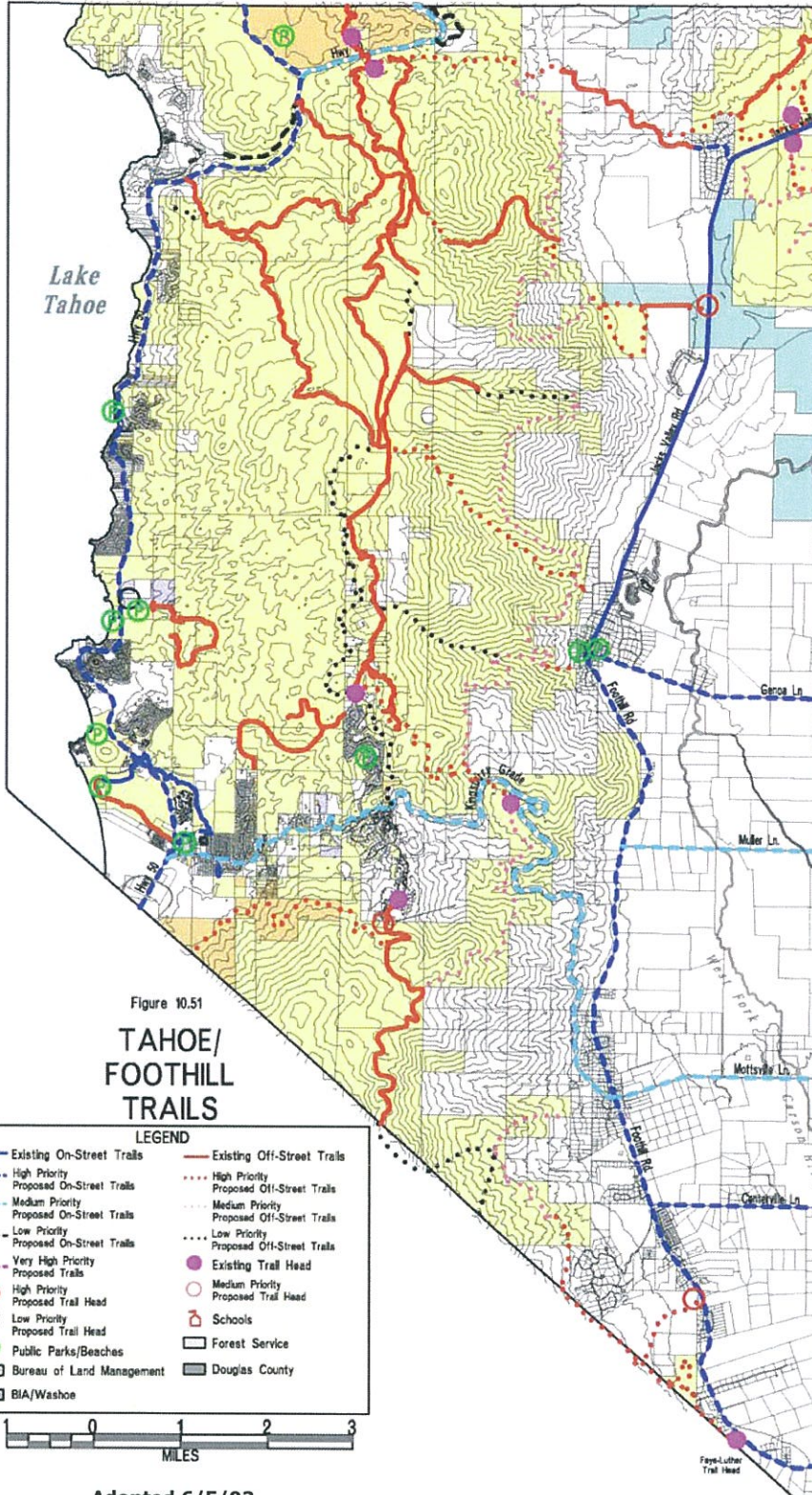
The establishment of a day facility in the Pine Basin area off Kingsbury Grade would provide for an access point that would service the Foothill Trail and extend to the north as well as to the south. As noted above, depending on the ability to construct a trail on the steep terrain, an access point could also be made to connect to Foothill Road just north of David Walley's Hot Springs.

The Pine Basin development would also serve as a potential location for a trail continuing west to connect with the Tahoe Rim Trail. This area has been identified by Douglas County as a potential day-use area to be provided with picnic tables and restroom facilities.

Bicycle Lanes along Foothill Road should be extended from Kingsbury Grade to Centerville and options should be pursued, again working with the East Fork Fire Protection District on a joint-use staging area as part of the Sheridan Fire Station. The property located to the west of the station would need to be cleared for a trail parking area, which could also be utilized to support some staging of wildland firefighting equipment.

The staging area should work well for bicyclists as well as equestrian users who would want to access the various trailheads along Foothill Road and/or one of the longer bicycle loops around the Carson Valley. Ultimately, the bicycle lanes would need to extend the full distance of Foothill Road intersecting with Highway 88 to the south. This would provide an alternate access along Highway 88 into Alpine County and Markleeville as well as north back into the Carson Valley area. The bike lanes along Foothill Road would also enhance the multiple-use characteristics of the Faye-Luther trailhead, allowing it to be used for bicyclists as well as trail access.

The Plan includes a trail and trailhead upon the Job's Peak Ranch subdivision providing access from Foothill Road to United States Forest Service property. Providing these improvements is a condition of approval required by Douglas County.



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South Valley Trails Map

Figure 10.52 includes the proposed trails and trailheads recommended for the south Carson Valley including the Gardnerville Ranchos and the Towns of Gardnerville and Minden.

The extension of bicycle lanes along Centerville Lane will allow for the extension of bicycling into the Gardnerville Ranchos area. Access into the Ranchos area shall be provided through bicycle lanes extending off of Highway 88 at Centerville Lane and Kimmerling Road. An extension from Centerville Lane would extend to the intersection with Dresslerville Road and into the Gardnerville area tying into Lampe Park. Access off Highway 88 off of Kimmerling Road would also allow for an extension from Kimmerling to Centerville following existing and future construction of Drayton Blvd. and the use of Tillman Lane.

Tillman Lane south of Dresslerville will need improvements to accommodate bicycles. Going north from Kimmerling will require striping. Tillman Lane also provides an access point into the U. S. Forest Service property located south of the Gardnerville Ranchos General Improvement District. This Forest Service property is considered as a multiple use area for various recreational activities. It is well situated for an off-road vehicle park as well as hiking and equestrian activities. The area may have multiple accesses, including Tillman Lane.

Bicycle trails in and through the Gardnerville Ranchos will need to be coordinated with the existing trail system, including utilizing Blue Rock Park as a starting point for the internal trail system. There is adequate road right-of-way on Blue Rock as well as Tillman to accommodate Class 1 bicycle lanes. The extension down Long Valley and Riverview-Dresslerville will need additional work, including widening and striping.

The development of bicycle lanes to Centerville will allow for a connection for the Ranchos community into the park facilities at Lampe Park and the Towns of Gardnerville and Minden. Internal trails already provide limited access to Aspen Park.

This Comprehensive Trails Plan seeks to create a safe and efficient on-street means of bicycling from the populous Gardnerville Ranchos community to Douglas County High School and the Swim Center via the Lampe Park and the Towns of Gardnerville and Minden. The proposed route suggests 4' – 5' bicycle lanes along both sides of Centerville Lane, (referenced above).

The Lampe Park area should serve as a multipurpose access point allowing for bicyclists and others to follow the trail from the park area. By creating an efficient means of bicycling through the built up portions of Gardnerville, the Plan anticipates "Bike Route" signage along Douglas Avenue, along Wildrose Drive through Minden to 2nd Street and on to County Road. This bicycle route will

provide bicyclists a more desirable route permitting them to avoid U. S. Highway 395.

Traversing Minden via County Road is recommended and consistent with the Town of Minden's intent of improving the County Road right-of-way to accommodate a multi use bicycle and pedestrian path.

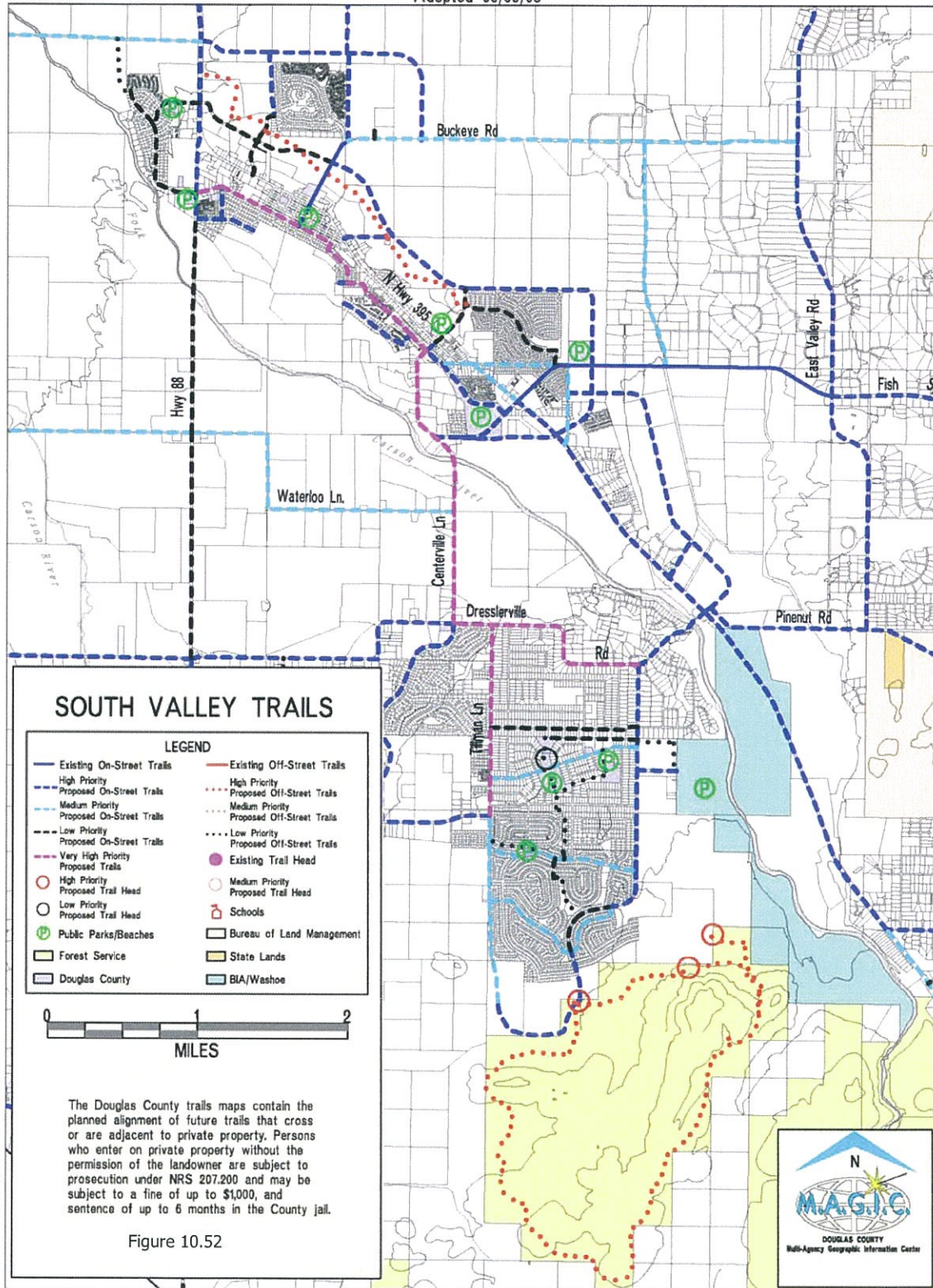
Currently, bike lanes exist on the initial phases of Waterloo Lane and Stodick Parkway. Bike lanes would need to be extended to the east along Fish Springs Road connecting west to East Valley Road.

A soft surface, (off-street) trail is proposed along the Martin Slough north of Minden and Gardnerville. In some areas, the trail exists or will be in the near future as part of an approved subdivision. This trail is shown on the existing, adopted Bikeway Plan for Douglas County. No change for these trails are considered with this plan, with the exception of adjusting the alignment of the Martin Slough Trail to coincide with the approved development in North Minden. It is noteworthy to point out that no intent will be made to provide trail access adjacent to the Martin Slough so long as these properties remain in agricultural activities.

A new objective brought forward with this Comprehensive Trails Plan proposes trails as part of all new Specific Plans, subdivisions and planned developments proposed within the Receiving Areas or those undeveloped lands proximate to the Gardnerville Ranchos, Gardnerville and Minden which are earmarked within the Master Plan for future urban development.

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Adopted 06/05/03



Topaz Trails Map

Figure 10.53 includes the proposed trails and trailheads recommended for the Topaz region of Douglas County.

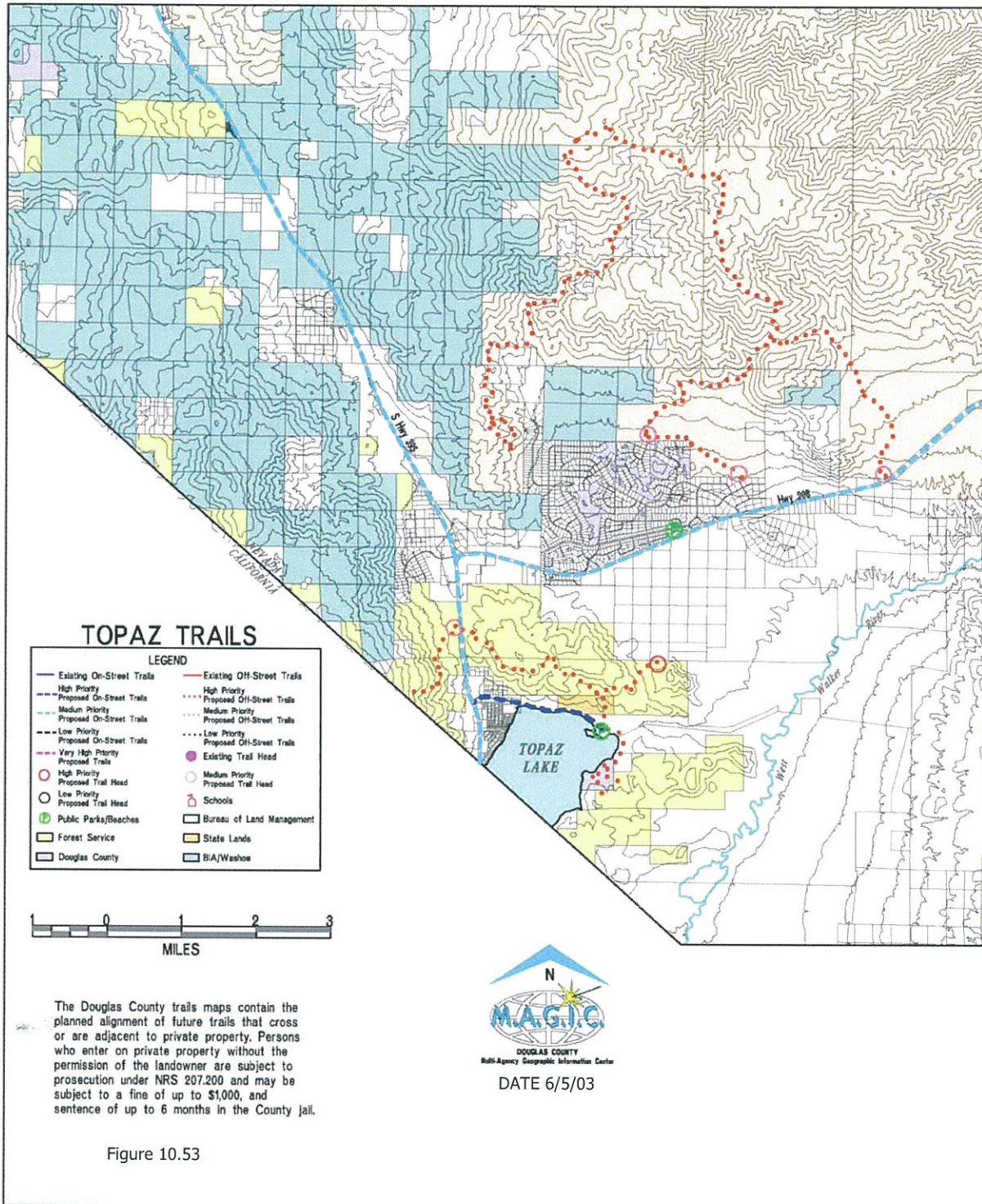
Class II Bicycle Lanes are proposed for the entire length of U. S. Hwy. 395 within the Topaz area northerly from the California State Line and along the entire length of Nevada Hwy. 208 within the Topaz area easterly from Holbrook Jct., (at Hwy 395). These on-street trails proposed within these highway rights-of-way have both been identified as "medium priority" trails.

A high priority on-street trail is proposed along Topaz Park Road between Hwy. 395 easterly to the Douglas County Park located on Topaz Lake. An off-street, soft surface trail is recommended to proceed east and westerly from the County Park along the Topaz Lake shoreline, first upon Walker River Irrigation District property thence onto and looping within Douglas County and USFS property.

Other off-road trails proposed within the Topaz region include soft surface trails and trail heads to BLM land accessing Topaz Ranch Estates as well as a soft surface trail proposed within USFS property running both easterly and westerly of U.S. Highway 395.

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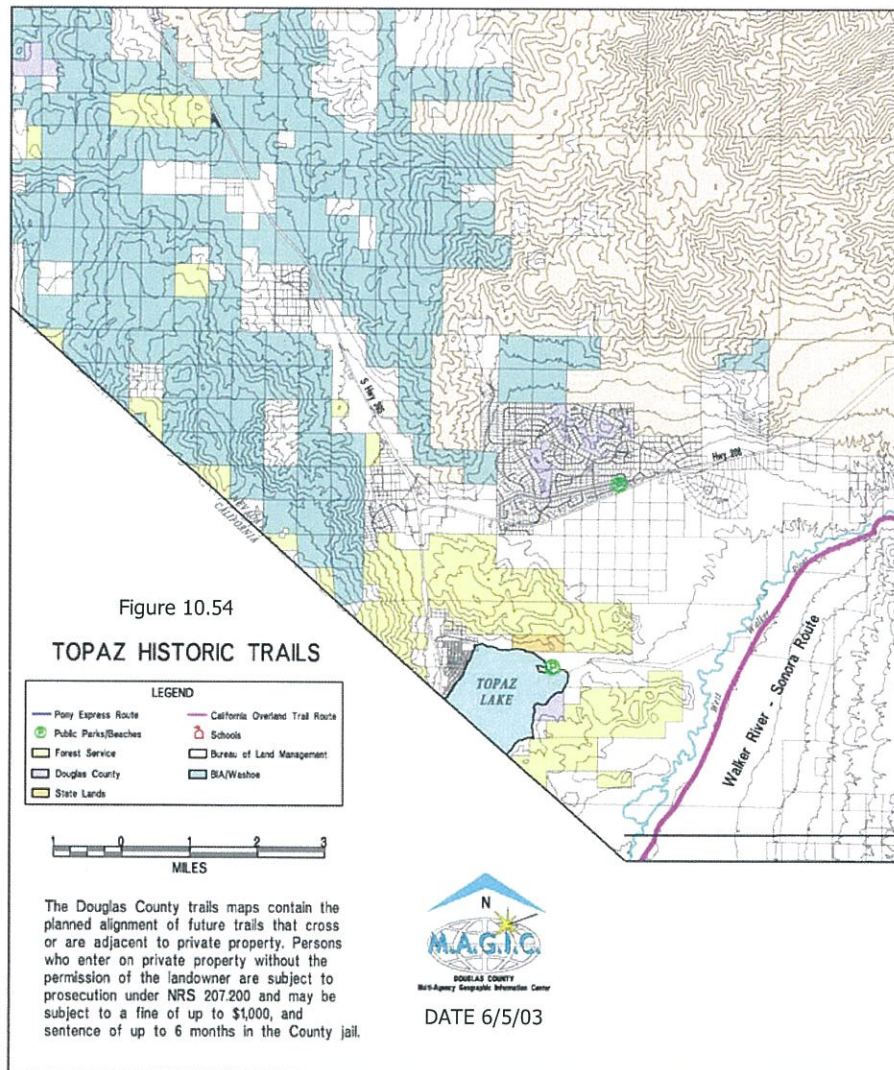


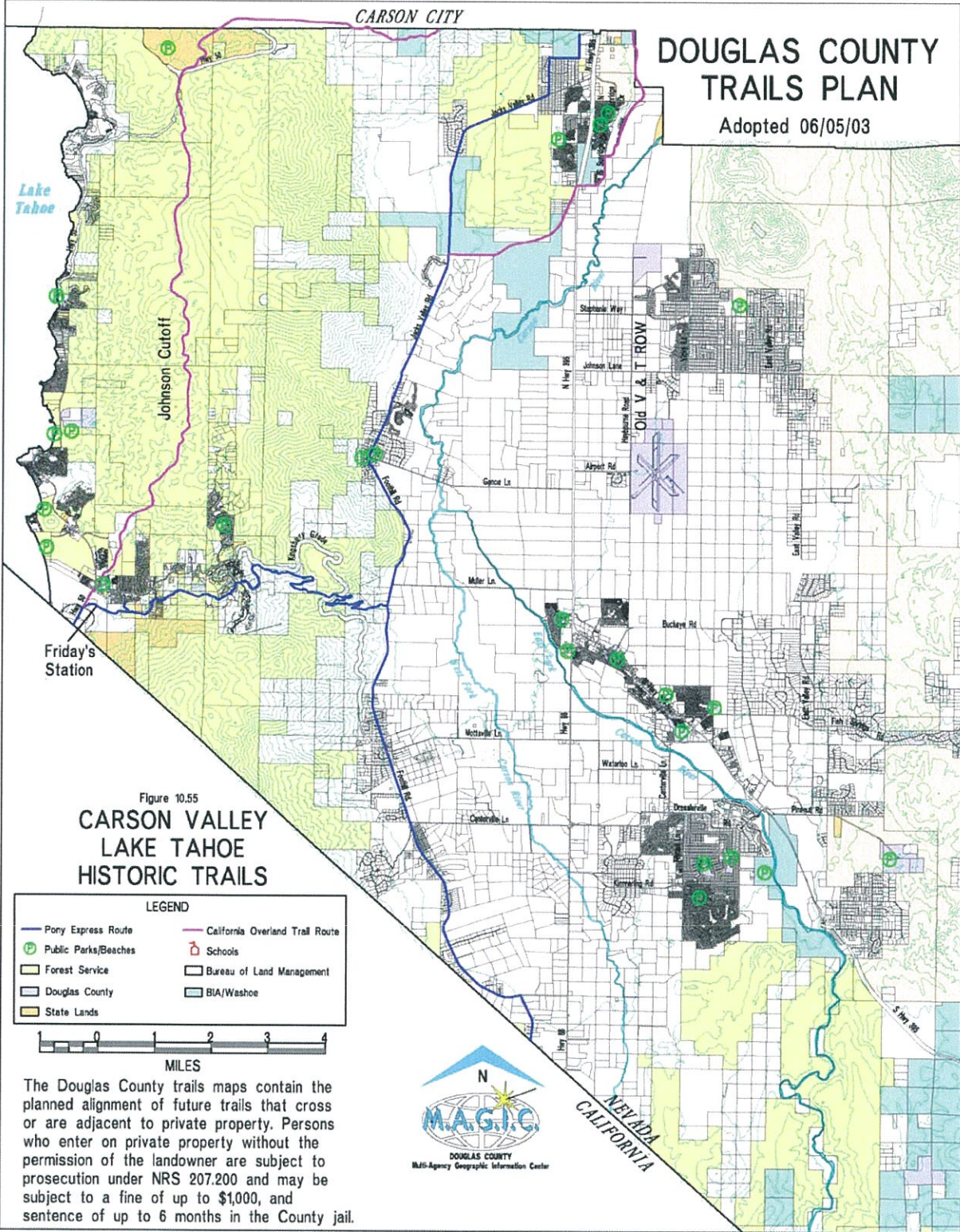
Historic Trail Maps

The public meetings scheduled as part of the comprehensive trails plan planning process generated interest from the local chapter of the Pony Express association. This comprehensive Trails Plan recognizes both the U. S. Pony Express as well as the California Overland Trails traversing Douglas County (*Refer to Figure 10.54 and 10.55*). As development occurs in these areas, measures to maintain the historic trails should be considered.

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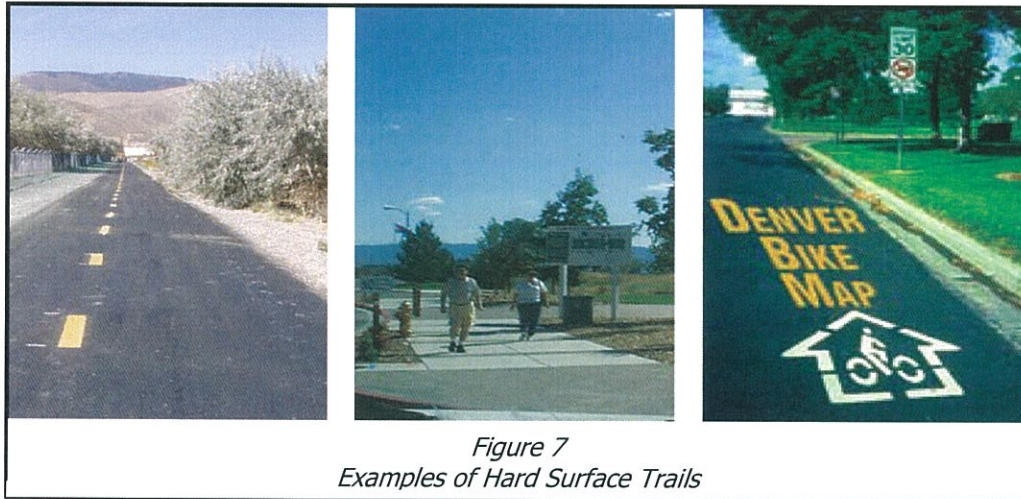




4. Trail Standards

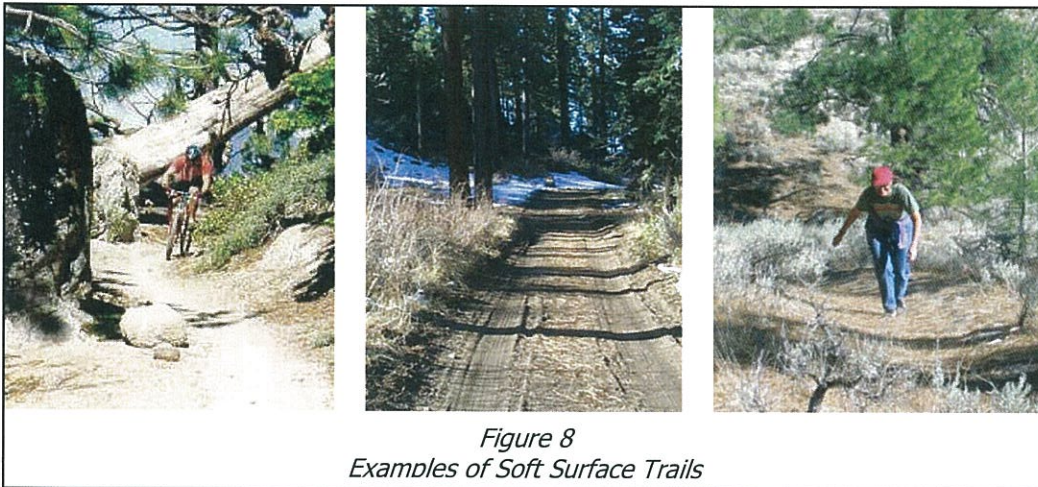
Trail Location and Construction Standards

The following guidelines provide specific recommendations for how trails should be routed and/or constructed to reduce maintenance and environmental impacts.



In most instances, hard surface trails will be accomplished within Douglas County as bicycle lanes constructed on either side of existing roadways. It is anticipated that improvements will not require wider roadway right-of-way dedication widths than current County public works standards call for. If additional right-of-way is necessary, based on the final roadway design, the transportation element of the master plan would need to be amended to accommodate the needed width. In addition, it will be necessary to amend the County's current standard roadway cross section to ensure that walking, bicycling and / or equestrian paths are provided within all new roadway improvements.

Soft surface trails include footpaths as well as jeep trails. In most instances soft surface trails are appropriate for hikers, mountain bikers, equestrians and off road vehicles.



A. General Guidelines

Trails should be located and constructed in such a manner as to minimize maintenance and maximize access.

Trails should follow natural contours where possible and respect surrounding land forms. For example, trails crossing steep sites should flow with the land form.

Drainage features should be constructed where appropriate to reduce erosion.

Trail slopes should match expected user volumes and types.

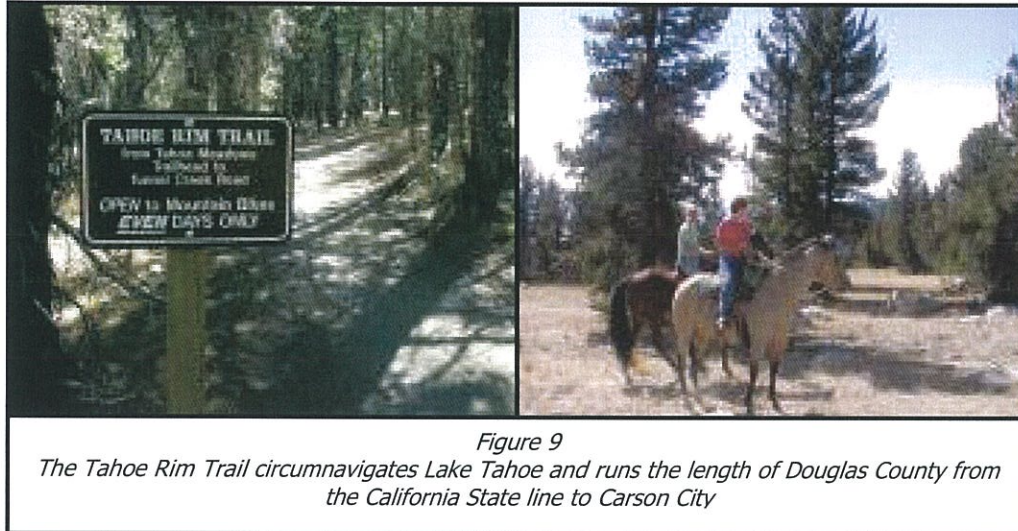
B. Trail Separation From Vehicle Traffic

Where feasible, trails should be separated from vehicle traffic. Snow removal and general maintenance are less costly when trails are separated from roads and parking lots. Users are generally safer on separated trails and travel experiences are enhanced on separated trails.

Security for Trail Improvements: Where trails are required as part of a development project, the improvements must be constructed or a security or bond will be posted for the full cost of the trail improvements. This would be required prior to the recordation of any phased final map.

Phasing of Trail Improvements: When trails are part of a phased project, the phasing of various trail segments will follow a logical sequence for trail users. Construction may be required through an entire project to provide completed

trail connections at an early phase in the project. Further improvements can be made as funding becomes available.



Trail Easements: All trails that are open to the public should be located on publicly dedicated property. There are a variety of mechanisms for this to occur. Public street rights-of-way and dedicated easements are the most common and acceptable forms of access rights. In special circumstances some other form of access may be considered, such as a temporary easement.

Often liability concerns are raised in the process of acquiring trail easements. In cases where public easements are dedicated, or lease agreements are negotiated for public use with private landowners, Douglas County, BLM or the USFS should assume general liability responsibility in the same manner as assumed for streets and other public areas.

In specific cases, temporary trail easements and installations may be required. An example of such a need might be on a large phased project where a trail exists but is to be relocated and dedicated in a future phase. In this case, a temporary trail easement is needed to access the existing trail until the future phase is constructed. Another example involving a temporary trail easement is where a developer has property that will not be developed until a future time. The developer may allow trail access on this property on an interim basis until the land is developed. Thus, a temporary easement should be granted for trail purposes.

C. Recommendations for Environmentally Sensitive Sites

Special location or construction methods may be necessary to reduce impacts and minimize disturbance in environmentally sensitive areas. Examples of visually or environmentally sensitive sites include: wetlands, highly visible hillsides, significant vegetation areas, highly erodible soils, unstable slopes, and ridgelines.

Techniques, such as site specific trail routing, erosion control measures, site specific adjustment of construction standards, and site specific construction practices should be implemented to minimize environmental, visual or construction impacts. Construction methods that should reduce impacts include installing retaining walls to reduce cut and fill slopes on a visually prominent hillside, hand construction of the trail, stabilizing a mine hazard that is located within or adjacent to a trail corridor or installing a tree well around a significant tree to be preserved.

Each environmentally sensitive site is unique, specific trail proposals through such locations need to be considered on a case-by-case basis.

D. Guidelines for Sensitive Sites

Construction Practices For Sensitive Sites: Disturbance fencing limits should be implemented to minimize construction impacts. Construction limits should be as small as practical to construct the trail. Significant vegetation root zones should be considered when locating the trail and establishing construction limits.

Erosion Control: Methods should be employed to protect areas adjacent to the trail from impacts both during and after construction.

Indigenous Materials: Indigenous construction materials should be used for retaining walls, bridges, and barriers wherever possible.

Existing Vegetation: Existing significant vegetation should be preserved wherever possible. Trees, riparian vegetation, scrub oak, and rare plants are considered significant. Root zones, as well as above ground vegetation require protection when preserving plants. In general, the area within the drip line of trees, especially on the down slope side of the vegetation, is sensitive to disturbance. If root zones are impacted or grades are changed significantly, temporary irrigation may be necessary.

Re-Vegetation: Native and/or self-sustaining plant materials should be used for re-vegetation of all disturbed areas where trails pass through native or non-irrigated sites. Re-vegetation can be used to provide screening. Construction techniques to preserve vegetation and trail routing techniques should be used to minimize visual intrusion.

Natural Considerations: Where significant wildlife or other natural features exist, special trail routing, construction methods and trail use should be considered.

Wetlands: Trails that cross or are located adjacent to wetlands should be designed for minimal impact. Wooden boardwalks or other techniques may be necessary to impose minimal construction impacts. Wildlife needs should also be considered when setting trails near wetlands.

Visually Sensitive Areas: Locations that are visually sensitive, such as tallus slopes, may require reduced cut and fill slopes, hand-construction, and low retaining walls to minimize site disturbance and visual intrusion.

Environmentally Hazardous Areas: Where environmental hazards are present, special trail construction techniques or locations should be used to mitigate the hazard. Hazardous areas can be abandoned mine sites, where mine tailings should be stabilized, top soiled and revegetated.

Other hazardous locations, such as lightening prone areas, rockslide and avalanche areas should either be avoided or be closed seasonally when hazardous conditions are a problem.

Micro Climatic Trail Use Opportunities: Locate the trails for both summer and winter activities, where possible, given the terrain and climatic considerations. Identify snow retention areas for possible cross-country ski trails. In open areas, place trail alignment to take advantage of wind protection and shaded canyon areas.

E. Utilities:

The routing of utilities within trail corridors is generally encouraged. Many trail managers have allowed co-location of utilities in consideration for appropriate fee payments by the utility company. Locations that are visually or environmentally sensitive may restrict or preclude sharing utilities with trails. The following guidelines for placement, site disturbance and access should be followed.

Placement: Utility lines that run parallel to the trail should be placed under the trail bed where possible to minimize site disturbance. Utility lines that are perpendicular to the trail and lateral lines should be located to minimize site disturbance and removal of significant vegetation. Physical obstructions, such as utility pedestals, transformers and the like should be located out of the clear zone so they are not hazards to trail users. Access points which are not a physical obstruction, such as manhole covers should be located flush with the trail surface and where they do not pose a hazard to trail users.

Site Disturbance: Construction of utility lines within naturally vegetated areas should minimize site disturbance wherever possible. All disturbances should be

re-vegetated according to the requirements for trail construction. Bonding for this work should be required.

Utility Access: Access for utility maintenance vehicles will be evaluated on a case by case basis and provided for as part of the trail construction. Visually or environmentally sensitive sites may preclude full access to trail/utility corridors.

F. Vertical Clearance Guidelines

The vertical clearance to obstructions will be identified in the *Douglas County Design Criteria and Improvement Standards Manual*.

G. Trail Surfacing Guidelines for Hard Surfaced Trails

Asphalt, concrete and base specifications will meet those set forth in the *Douglas County Design Manual*.

H. Drainage Planning

Careful study of topography adjacent to the trail may yield insight to maximize protection of the trail, while minimizing trail structures. General drainage should be studied at 50' stations with provisions made to protect the trail.

Swells and Culverts: Drainage swells or culverts should be installed on trails at locations where the normal cross slope will not allow for adequate drainage. Drainage swells are not allowed on paved trails. Drains are best located at low points or bends in the trail along existing natural drainage ways. Wherever water is concentrated into new locations or in heavier concentrations, erosion protection needs to be evaluated and installed if necessary. Native stone is the preferred material.

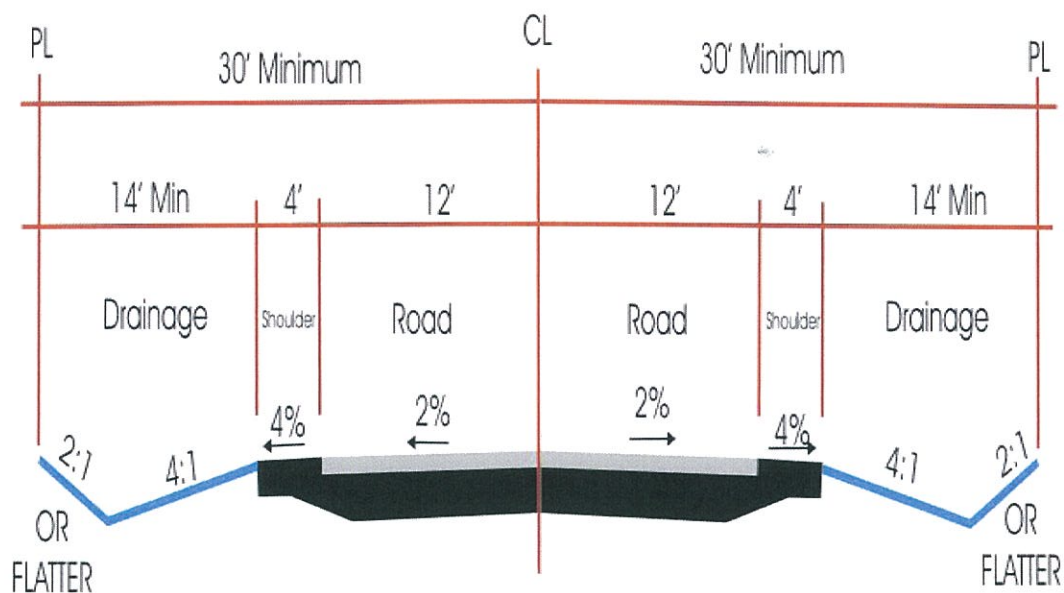
Cobble Drain: Use where intermittent flow is expected, such as in pronounced gullies or established drainageways. Do not use where continuous flow is expected, such as at seeps, springs or streams. Cobbles shall be 2"-3" stones stockpiled during trail construction. Add rock spillway to slopes greater than 4:1.

Cobble Drain Trail Drain: Use where trail construction requires drainage such as along long and/or steep vertical ascents. Do not use where established drainageways exist. They are best if located at loss points or bends in trail. Transition from Trail to drain may require 6' at low points. 6' transition will be required up to normal trail.

Figure 10 identifies Douglas County's current cross section design standard for local rural roadways. As this illustration illustrates, a minimum of 28 feet, (47%) of the this County roadway cross section is currently devoted to a drainage ditch, 14 feet on either side of the roadway's shoulder.

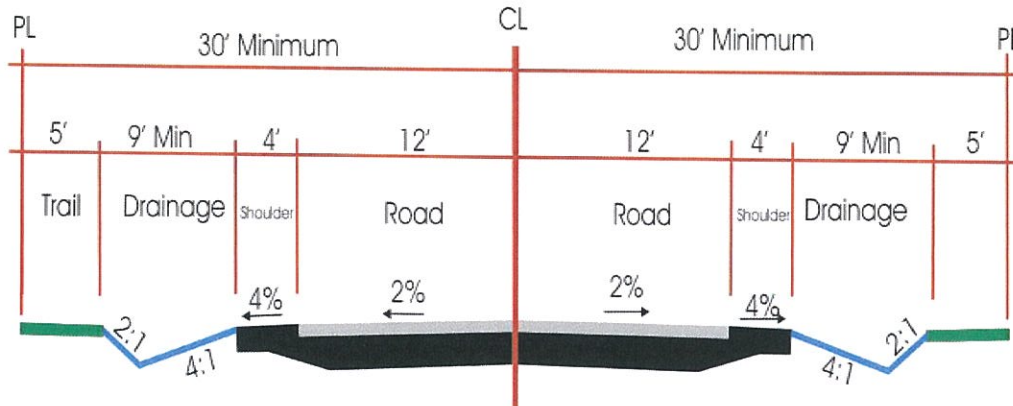
Figure 10
Douglas County Design Standard

Local Rural



An Alternative to the current Douglas County standard rural local roadway cross section is depicted within Figure 11. Here, the minimum right-of-way width remains constant at 60 feet. Also, the alternative cross section roadway design maintains a minimum of two 12-foot travel lanes as well as two 4-foot shoulders. The Alternative Design is different from the current standard by tightening up the drainage ditch width from 14 feet on either side to 9 feet, thereby permitting two five foot bicycle / pedestrian lanes on each side of the right-of-way.

Figure 11
Possible Modified Local Rural Roadway Cross Section
Alternative



In addition to re-evaluating the Cross section Design Standards for the it's designated local rural roadways, Douglas County should consider providing improved bicycle and / or equestrian trail opportunities within the cross section standards for Local Urban, Rural Collector, Urban Collector, Rural Arterial and Urban Arterial roadways. Final details will be identified in the *Douglas County Design and Improvement Standards Manual*.

5.

Goals and Objectives

Trail System

Douglas County should facilitate legal public access to public lands. As community growth occurs on private lands adjacent to public lands, rights-of-way should be provided through the proposed subdivision to assure regional access to public lands consistent with the adopted Trails Plan. The purposes of the Douglas County Comprehensive Trails Plan is to implement specific goals and objectives identified in the Douglas County Master Plan.

Goal 10.23 of the Master Plan states,

Douglas County will ensure development and maintenance of multi-purpose (hiking, equestrian, bikeway, and off-road bicycle) trail systems throughout Douglas County. This system should provide connection and access to public lands (BLM and National Forest), recreation facilities, facilities of local and regional interest and public facilities.

Objective 10.23.01 of the Douglas County Master Plan requires the County to "Prepare a comprehensive trails plan and map for Douglas County". The Master Plan also outlines a number of implementation strategies. The Trails Plan is the primary implementation tool for trails and sets forth conditions for Douglas County to require and facilitate legal access to public lands.

An integrated Comprehensive Trails Plan will meet a number of different goals and objectives, including:

Define multi-use trails to provide the greatest amount of outdoor public recreational opportunities.

Limit impacts on neighbors and adjoining property owners by defining locations for trails and trailheads.

Locate trails to reduce erosion or other impacts on trail surface and adjoining property.

Locate trails to limit impact on neighbors and adjoining property owners, including impacts from dust, noise, trash, parking and trespassing.

Define primary type(s) of trail uses. This includes pedestrian, equestrian, biking and motorized.

Define trails that may be improved to ADA standards to provide a greater level of recreational opportunity for handicapped users.

Define trails that provide linkages between existing and future trails.

Provide linkages between community facilities such as parks.

Provide linkages between public access trails and bicycle lanes to allow non-motorized access across and through the Carson Valley.

Provide a plan for the co-location of community facilities to reduce costs and impact on property.

Bikeway and Pedestrian Systems

A system of bikeway and pedestrian paths provides both recreational and functional transportation opportunities. Such systems can relieve traffic congestion, particularly in urban areas, create visual amenities, and contribute to an overall quality of life within the community.

The following goals and objectives have been incorporated to provide direction relative to bikeway and pedestrian access within and in conjunction with the street and highway plan.

Goal 10.24 of the Master Plan states,

Adopt and implement a safe comprehensive bikeway and pedestrian trail plan that provides opportunity for non-motorized transportation within the County that meets both recreational and commuter needs.

Objective 10.24.01:

Provide adequate pedestrian/biking facilities to serve the needs of County residents.

6.

Implementation

Background

In addition to serving as an implementation tool for the Douglas County Master Plan, the Trails Plan also serves as a planning guide for development activities. This plan will assist the County in the prioritization of acquiring rights of way and specific parcels of land through various mechanisms for trails and access points. Most notably will be the use of Southern Nevada Public Land Management Act funds, which may be utilized to acquire property and easements that meet the requirements of the Act.

One of the components used by Douglas County in the prioritization process of properties in Douglas County for acquisition is the dedication of easements for trails and trailhead facilities. A comprehensive Trails Plan will also assist the County in the implementation of the public facilities element of the Master Plan and the integration and linking of recreational and public facilities throughout Douglas County.

The first step in the implementation of the Trails Plan is to identify and build off the existing trails, bikeways and pedestrian facilities that currently exist in Douglas County. The integration of public facilities should provide for a greater level of usage and enhance safety throughout the County as these facilities receive greater levels of use. The overall quality of our facilities, type, number and use is enhanced as they are integrated in to a countywide system. To this end, the Trails Plan attempts to integrate public access trails, trailheads and other pedestrian facilities with existing or proposed pedestrian trails, bikeways, roadways and other planned development activities or facilities.

The co-location of facilities is desired to reduce the cost of the construction and maintenance of public facilities as well as to reduce the amount of impact such facilities have on our natural surroundings. Co-location of facilities may include not only like facilities, such as pedestrian paths, bike trails, trailheads and park facilities, but also may incorporate other public facilities that can support similar activities. This would include the location of water tanks and access roads for other public facilities, including power substations, power-line easements and roads, outlying fire stations, the Douglas County Fairgrounds and other similar public facilities as may be appropriate. The integration and co-location of facilities will limit impact and will also provide for the "multiple use" of existing and future defined public facilities, utility easements and public access points.

The second implementation step is to design the Trails Plan to integrate with existing federal agency plans for public land within Douglas County as well as in surrounding counties. For example, the Carson Ranger District includes more than 200,000 acres in Nevada, including land in Douglas County, Carson City and Washoe County. The District also includes over 200,000 acres in California.

The Carson Ranger District extends approximately 100 miles along the Sierra Nevada Mountains, which serves as an attractive backdrop for recreational opportunities throughout Western Nevada and Eastern California. The development of a trails plan in Douglas County must be integrated with the goals and objectives of the U.S. Forest Service as outlined by the Carson Ranger District. Such goals include the integration of trails connecting the various communities together, the integration of the Tahoe Rim Trail with other trail access points as well as the protection of natural resources, including watershed, wildlife and vegetation. The forest component also provides a scenic backdrop for much of Douglas County and is an integral part of the quality-of-life experience enjoyed by residents and visitors. Being able to access this scenic backdrop and enjoy it personally is an experience desired by many. An integrated trails plan servicing the Sierra Nevada Mountains will provide a greater level of outdoor experience for those living and visiting Western Nevada.

The Bureau of Land Management manages the majority of public lands along the eastern side of Douglas County. The Bridgeport Ranger district (U.S.F.S.) manages lands around Topaz Lake. The BLM's Pine Nut Land Use Plan amendment will be completed in August or September 2004. The Douglas County Trails Plan may need to be updated with the completion of the Pine Nut Plan Amendment to ensure continuity and consistency of proposed uses and access points. This will ensure the public's access, enjoyment and multiple use components of the Pine Nut Range.

The integrated planning with federal agencies will allow for a trails system that actually links various communities, including linkages to Carson City, Lyon County and the Tahoe Basin. Links into Alpine and Mono Counties in California may also be provided.

Implementation Strategies

This Plan's Implementation Strategies have been organized as sub areas to the two adopted Master Plan Goals relating to Trails: *1) Douglas County will ensure development and maintenance of multi-purpose (hiking, equestrian, bikeway, and off-road bicycle) trail systems throughout Douglas County. This system should provide connection and access to public lands (BLM and National Forest), recreation facilities, facilities of local and regional interest, and public facilities. and 2) Adopt and implement a safe comprehensive bikeway and pedestrian trail*

plan that provides opportunity for non-motorized transportation within the County that meets both recreational and commuter needs.

1) Goal 10.23:

Douglas County will ensure development and maintenance of multi-purpose (hiking, equestrian, bikeway, and off-road bicycle) trail systems throughout Douglas County. This system should provide connection and access to BLM and National Forest land, recreation facilities, facilities of local and regional interest, and public facilities.

Implementation Strategies

- 10.23.01.1.a The development code will be revised to implement the plan once adopted.*
- 10.23.01.1.b The plan shall be integrated with the bikeway and pedestrian system contained within the Transportation Plan.*
- 10.23.01.1.c Design criteria and standards including, but not limited to, trail and trailhead requirements, parking, and improvements.*

2) Goal 10.24:

Adopt and implement a safe comprehensive bikeway and pedestrian trail plan that provides opportunity for non-motorized transportation within the County that meets both recreational and commuter needs.

Implementation Strategies:

- 10.24.01.1: Designate and construct regional bicycle routes to connect residential areas with major activity centers.*
- 10.24.01.1a Development within RA areas shall provide bicycle and trail system improvements as identified in the adopted Trails Plan. Trail and bike route linkages for internal roads shall be considered as part of the development.*
- 10.24.01.2: Designate and construct bicycle and hiking trail systems throughout the County to provide access to the County's recreational trail system as indicated in the Parks and Recreation Element of the Master Plan and the Comprehensive Trails Plan.*

- 10.24.01.3: *Bikeways shall be provided on roadways as indicated in the Transportation Element and as may be further detailed in Community Area Plans.*
- 10.24.01.4: *Bicycle (Class I Bikeways), pedestrian and equestrian paths (separate from roadways) shall be included in the County's recreational trail system, as indicated in the adopted Park and Recreation Master Plan and the Recreation Element of this Master Plan.*
- 10.24.01.5: *Trail systems and bicycle lanes shall be connected at appropriate points to maximize the accessibility of the system to commuter and recreational users.*
- 10.24.01.6: *Design and maintenance of public bicycle and pedestrian routes shall be encouraged to provide user convenience and safety with cost-effective construction and maintenance. Design of commercial and industrial facilities shall include provisions for bicycle and pedestrian facilities, including parking of bicycles.*
- 10.24.01.7: *Bicycle facilities shall be constructed as designated by roadway functional classification in accordance with the designated roadway sections.*
- 10.24.01.7a. *The portions of East Valley Road and Heybourne Road designated as major rural collectors shall be improved with a class II bikeway. Both have the potential for future upgrade to minor arterials. If and when traffic volumes require these improvements, provisions should be made for a Class I Bikeway/multi-purpose trail with the improvements.*
- 10.24.01.7b. *Areas that are planned for future Residential, Commercial, Industrial, Specific Plan Area, Cluster Development or Planned Development shall be required as a condition of such development, to construct bike routes or trails as part of the approval, where linkages are adjacent to, and found to be compatible with the Comprehensive Trails Map. Excluded are divisions of land, not intended for residential development, among family members or pursuant to an order of court in the A-19 and FR-19 land use districts.*
- 10.24.01.8: *Bicycle facilities shall be constructed in accordance with American Association of State Highway and Transportation*

Officials (AASHTO), "Guide for the Development of Bicycle Facilities", 1991.

- 10.24.01.9: The County shall improve maintenance of existing roads and shoulders where identified on the Comprehensive Trails Plan and commonly used for bicycle travel and provide signage and striping to alert motorists for safety of the bicyclist.*
- 10.24.01.10: Regional trail access shall be provided to public lands in cooperation with the Forest Service and Bureau of Land Management through community access points as designated on the adopted Comprehensive Trails Plan. Persons who enter trails on public lands in Douglas County for equestrian use must comply with the Certified Weed Free Fee Program.*
- 10.24.01.11: Pedestrian travel shall be encouraged within communities through the provision of sidewalks in urban communities and trails, where appropriate, throughout the County. This shall be effected through incorporation of the "Walkable Communities" concepts into the Development Code and Engineering Design Manual.*
- 10.24.03.1: The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) "Recognizes the transportation value of bicycling and walking" and provides opportunities to set aside Federal funding for bicycle and pedestrian facilities.*
- 10.24.03.2: Within Douglas County, U.S. Highway 395, State Route 88 and U.S. Highway 50 are eligible for Federal funds within the Federal and Highway Program under the National Highway System (NHS) authorized by ISTEA (Section 1006). In conjunction with any improvement plans to these routes, proposed bicycle and pedestrian facilities adjacent to the NHS route are eligible for construction funds.*
- 10.24.03.3: The Surface Transportation Program (STP) authorized by ISTEA (Section 1007) provides Federal funds for State and local roads (including National Highway System roads) that are functionally classified above a local or rural minor collector. Again, any proposed bicycle or pedestrian facilities are eligible for funding in conjunction with any roadway improvement plans.*

- 10.24.03.3.a: Under the STP of the ISTEA, a minimum of 10 percent of the State's funds are set aside for transportation enhancement. To qualify for funds, the enhancement activity must have a direct relationship to the Intermodal Transportation System, but not necessarily to a currently planned roadway project. Once the relationship is established, the enhancement project may be developed as part of a larger transportation project or as a stand alone project. Any proposed bicycle or pedestrian facility which will add community value to the transportation system are considered enhancements and may be eligible for funding.*
- 10.24.03.3.b: Conversion of the old V&T Railroad R.O.W., designated on the Comprehensive Trails Plan for use as a bicycle / recreational trail is eligible for funding as a transportation enhancement under the STP. Douglas County should acquire the R.O.W. from the adjoining property owners.*
- 10.24.03.4: Douglas County should provide sources for matching available Federal and State funds, thereby increasing prioritization of the proposed projects including both active and passive activities.*
- 10.24.03.4.a: Douglas County should implement this Comprehensive Trails Plan by seeking Question 1 Funding Allocations authorizing the State of Nevada to issue up to \$200 million for natural resource projects.*
- 10.24.03.5: Through the development review process, the County shall require any proposed development adjacent to a proposed bikeway or trail on the adopted Comprehensive Trails Plan to participate in facility development.*
- 10.24.03.6: Douglas County shall consider allocating resources within the Capital Improvement Program to be utilized for funding bicycle, and pedestrian facility development.*
- 10.24.03.7: Douglas County shall consider an ordinance which would provide a means for the County to acquire right-of-way easements along the existing Martin Slough designated on the Comprehensive Trails Plan. The ordinance should include provisions that allow:*

10.24.03.7a Developers to utilize a bonus density under the transfer of development rights program for compensation of lands set aside for trails easements, or,

10.24.03.7b Parks and Recreation fees may be waived in lieu of dedication of multi-purpose trail right-of-way lands to the County at the time of building permit issuance.

10.24.03.8: Douglas County shall consider use of a community bond issue as a source of funding for facility construction of the County-wide trails system in accordance with the adopted phasing plan.

10.24.03.9 Trails proposed for future development on private property in the Douglas County Comprehensive Trails Plan do not confer any rights of public access until and unless they are dedicated by the property owner and accepted by the County or other public entity. The adopted maps will contain a reference to NRS 207.200 as follows:

These maps contain the planned alignment of future trails that cross or are adjacent to private property. Persons who enter on private property without the permission of the landowner are subject to prosecution under NRS 207.200, and may be subject to a fine of up to \$1,000, and sentence of up to 6 months in the County Jail.

Appendix

<p style="text-align: center;"><i>Exhibit 1</i> <i>Comprehensive Trails Plan Formulation, Review and Adoption Timeline</i></p>														
	Oct, '02		Nov, '02		Dec, '02		Jan, '03		Feb, '03		Mar, '03		Apr, '03	
Public Workshops	■	■	■											
Draft Map Preparation			■	■										
Mail Out Draft Map & Notices					■									
Property Owner Meetings							■	■						
Parks & Recreation Com Review							■	■	■					
First Map Revisions							■	■						
Plng Com Review & Approval							■	■	■	■	■			
Mail Out Revised Map & Notices							■							
Draft Text Distributed							■							
Second Map Revisions									■	■				
Text Revisions									■	■				
County Com Review & Adoption											■	■	■	
Final Trails Map Revisions													■	■
Final Text Revisions													■	■

Public to have voice on trails plan

Douglas County: Daylong workshop set for Saturday.

By Tim Anderson
RENO GAZETTE-JOURNAL

After several years discussing creation of a comprehensive trails plan for Douglas County, officials will involve the public in earnest discussion of the project.

With an aim toward laying the groundwork for establishing a trail system — as called for in the 1996 master plan — a daylong work-

shop has been scheduled Saturday at Pau-Wa-Lu Middle School in Gardnerville Ranchos.

Officials said they want to hear from residents on what they would like to see, then follow through with additional meetings.

"This is a long overdue first step in getting a comprehensive plan prepared and adopted," Matthew Alexander, senior planner for the county said Tuesday. "It's essential for us to learn what people want so we can develop a strategy."

Alexander said public input — beginning with Saturday's workshop — will help guide the process to identify the best locations

IF YOU GO

The public is invited to a comprehensive Douglas County trails workshop Saturday, 9 a.m. to 5 p.m., Pau-Wa-Lu Middle School, 701 Long Valley Road, Gardnerville Ranchos.

for future walking, jogging and hiking trails, bridal paths, bicycle lanes and paths, mountain bike and off-road vehicle trails.

He said hikers, bikers, equestrians and off-road vehicle enthusiasts will be asked for their views on where trailheads and trail linkages should be placed.

The goal of establishing

a trails system is contained in the transportation element of the county's master plan.

For some time, members of the Carson Valley Trails Association have pressed for county officials to address the need for a formal plan. Trails advocates have also argued for developers to be required to provide trails as a condition of approval for projects.

"The association is very enthusiastic about this project and our members are willing to work with the county any way we can," said Phil Brisack, the group's vice president.

See TRAILS on 4C

4C — RENO GAZETTE-JOURNAL/RGJ.COM WEDNESDAY, OCTOBER 2, 2002

Trails/Results set for discussion Nov. 9

From 1C

Trails enthusiasts and county staffers are also coordinating activities with representatives of the Forest Service and Bureau of Land Management, Alexander said.

Tom Crawford of the BLM's Carson City Field Office and Steve Hall of the Forest Service's Carson ranger district are scheduled to be at Saturday's initial workshop. Also, Carson City open space manager Juan Guzman will talk about how the capital city's trails program is evolving.

Alexander said trail constraints as well as opportunities will be covered during the first part of the workshop. Later, participants will break into geographic sub groups to put their trail preferences on a map. Near the end of the day, all participants will reconvene as committees present their ideas.

Information from the brainstorming sessions will be used as the basis for a draft report to be prepared by Alexander. He said the results are scheduled to be discussed in a Nov. 9 meeting at Pau-Wa-Lu.

"At that point, I hope we can

begin setting priorities," Alexander said.

He said the Parks and Recreation Commission would consider the plan before it goes to the Douglas County Planning Commission in January. County commissioners will probably see the proposal in February, Alexander said. A master plan amendment will be required for the document to be adopted.

Alexander acknowledged officials have some work to do to break down preconceived notions about trails and their relationship to crime rates. Contrary to arguments raised by some res-

idents that trails near their homes intensify the threat of burglaries, Alexander said there is a strong body of evidence to show just the opposite is true.

In addition, Alexander said some communities have used their trails network as a tourism selling point.

"For Douglas County, the master plan makes it clear a trails plan is viewed as an important community need," Alexander said.

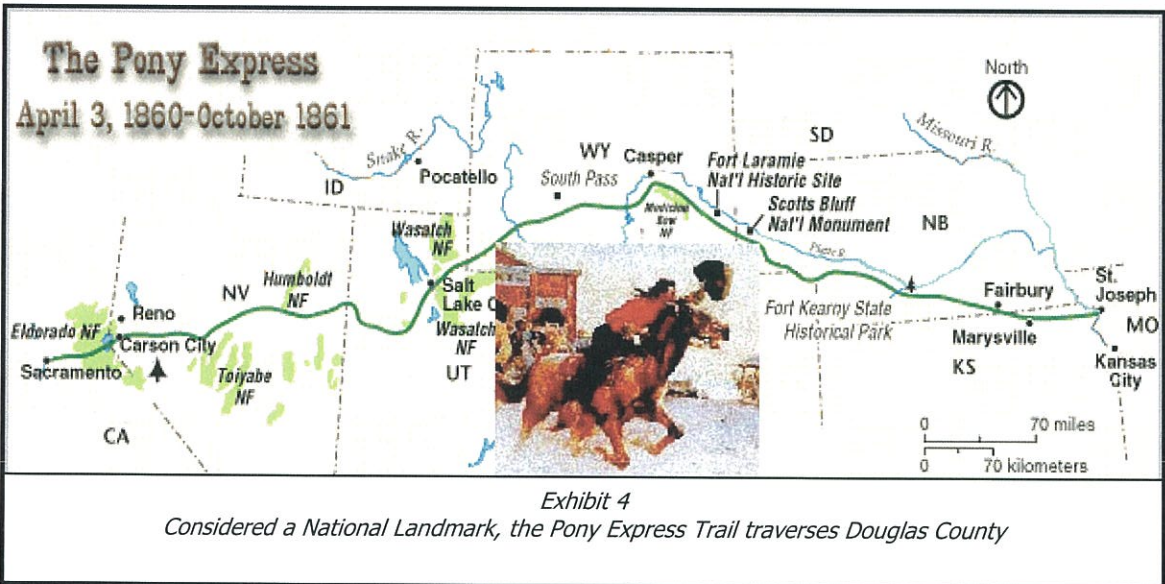
The Douglas County manager's office, Parks and Recreation and Community Development departments are sponsoring Saturday's workshop.

Exhibit 2

One of numerous articles related to the Douglas County Trails Plan

*Exhibit 3
Written Public Comments RE: Draft Trails Plan (1/09/03 – 1/31/03)*

#	Category	No.	%
1.	Objection to Trails Plan By Property Owners Property May Be Affected By Trail or Trailhead	10	7.2%
2.	Objection to Trails Plan By Property Owners No Trail Ever Proposed on Parcel	6	4.3%
3.	Objection to Trails Plan By Property Owners Draft Trail Designation Removed	50	36.0%
4.	Objection to Trails Plan By Property Owners w/ Two or More Parcels – Mixed Disposition = 1., &/ or 2., &/ or 3. Above	4	2.9%
5.	Objection to Trails Plan	17	12.2%
6.	Comments to Trails Plan - Not Necessarily Pro or Con	17	12.2%
7.	Support of Trails Plan	35	25.2%
	Total	139	100.0 %



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Douglas County



Workshop

Town board members and staff, Planning Commissioners, and members of the public were invited.

At the meeting:

- ❖ Overview of planning process, review Statewide Bike Plan
- ❖ Review bicycle facility types
- ❖ Review maps, identify opportunities, barriers

2

Key Elements of Planning Bicycle Transportation Networks

- ❖ Bicyclists need accommodation on ALL roadways
- ❖ Deciding and prioritizing where improvements are needed
- ❖ The practical approach of network planning
- ❖ Choosing an appropriate facility type



3

User and Trip Type

- ❖ Two user types and two trip lengths
 - ◆ 2012 AASHTO Bike Guide
- ❖ User Types
 - ◆ Experienced/Confident
 - ◆ Casual/Less Confident
- ❖ Trip Type
 - ◆ Local
 - ◆ Long Distance



4

User Type - Experienced/Confident

- ❖ Comfortable riding with vehicles on streets
- ❖ Able to negotiate streets like motor vehicle
- ❖ Prefer a direct route
- ❖ Rides with the flow of traffic
- ❖ Avoid riding on sidewalks
- ❖ Up to 20 mph on flat, 45 mph on descents
- ❖ May cycle longer distances
- ❖ While comfortable on most streets, some prefer bike lanes, shoulders, paths if available

5

User Type - Casual/Less Experienced

- ❖ Prefer paths, bike boulevards or bike lanes on low-volume, low-speed streets
- ❖ May have difficulty interacting with motorists
- ❖ May use a less direct route
- ❖ May ride on sidewalk
- ❖ May ride at speeds around 8 to 12 mph
- ❖ Shorter distances, 2 – 5 miles typical

6

Trip Type - Local

- ❖ Directness of route not as important as scenery
- ❖ Loop trips preferred, start and end points often the same
- ❖ Short term parking needed at rec sites
- ❖ Varied topography may be desired
- ❖ May be riding in group
- ❖ May drive to start of trip
- ❖ Typically on weekend or early/late weekday

7

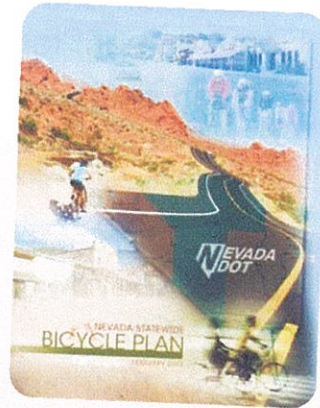
Trip Type – Long Distance

- ❖ Directness more important than scenery
- ❖ Generally work, school or shopping trips
- ❖ Generally 1 – 5 miles in length
- ❖ Short and long term parking needed at stores, transit, school, and work
- ❖ Flat topography is preferred
- ❖ Often ride alone
- ❖ May be combined with transit
- ❖ Trips all hours of day

8

Statewide Bicycle Plan Overview

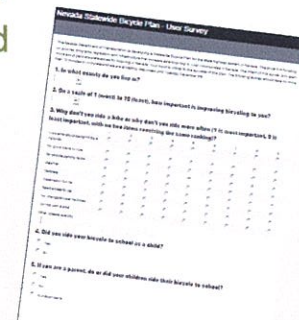
- ❖ Stakeholder Meetings
- ❖ Public Involvement
- ❖ Existing Conditions
- ❖ Vision, Goals and Objectives
- ❖ Recommended Plan Components
- ❖ Implementation Plan



9

Public Involvement

- ❖ Survey to general public to identify and gain feedback on facilities being used
- ❖ Survey hosted online and mailed
- ❖ 51 bicycling issues identified



10

Existing Conditions

- ❖ Collection and assessment of existing environment for bicyclists
- ❖ Document existing conditions, determine unmet needs and identify coordination opportunities among stakeholders
- ❖ Compiled database of GIS data currently maintained by NDOT
- ❖ Survey distributed to stakeholders



11

Vision, Goals and Objectives

- ❖ Developed a vision and goals/objectives after evaluating existing conditions
- ❖ Used as a basis to develop recommendations

12

State Bike Plan - Vision

*The vision for NDOT's Bicycle Program
is for Nevada residents and visitors,
of all ages and abilities, to experience
a convenient, pleasant, and safe
bicycling environment.*

13

State Bike Plan - Goals

- ❖ Increase bicycling's mode share throughout Nevada in and between communities, both by residents and tourists
- ❖ Reduce crashes involving bicyclists and eliminate all bicyclist fatalities in support of Nevada's "Zero Fatalities" and the national "Towards Zero Deaths" initiatives.

14

State Bike Plan - Objectives

- ❖ Increase agency support of bicycling
- ❖ Increase bicycle tourism
- ❖ Accommodate appropriate bicycling facilities on all roadways in Nevada open to bicycling
- ❖ Increase motorists and bicyclists compliance with laws associated with bicycling

15

Recommended Plan Components

- ❖ Strategies to achieve the Vision, Goals and Objectives including education, enforcement, and engineering within:
 - ◆ Policies
 - ◆ Programs
 - ◆ Legislation
 - ◆ Infrastructure
 - ◆ Tourism

16

Implementation Plan

- ❖ Funding sources for short- and mid-term priorities
- ❖ Potential legislation and policy changes
- ❖ Short-, mid-, and long-term programs and projects identified
- ❖ Roles of participating agencies
- ❖ Performance Measures

17

Bicycle Facility Types

- ❖ Range of facility types from proven to innovative
- ❖ Different methods for completing network
 - ◆ Add marking/signage
 - ◆ Lane diet
 - ◆ Road diet
 - ◆ Short connections, i.e. sidepaths, widened sidewalks



18

Striped/Paved Shoulder



19

DOUGLAS COUNTY
BICYCLE PLAN Workshop



Kirkley-Horn
and Associates, Inc.

Bicycle Lane



20

DOUGLAS COUNTY
BICYCLE PLAN Workshop



Kirkley-Horn
and Associates, Inc.

Bicycle Climbing Lane



21

DOUGLAS COUNTY
BICYCLE PLAN Workshop



Toole

Kimley-Horn and Associates, Inc.

Buffered Bicycle Lane



22

DOUGLAS COUNTY
BICYCLE PLAN Workshop



Toole

Kimley-Horn and Associates, Inc.

Bicycle Lane with Reverse Angled Parking



23

Shared Lane Markings



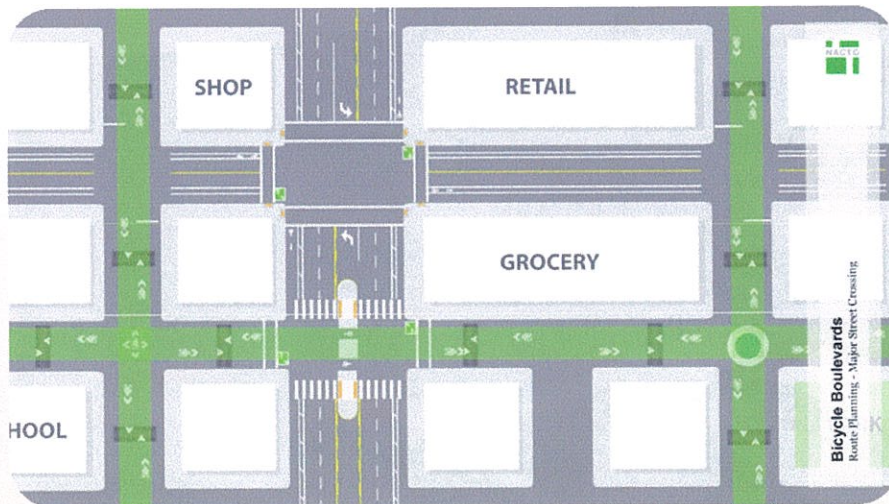
24

Bicycle Boulevard (low stress)



25

Bicycle Boulevards - Planning



26

Bicycle Boulevards – Signs & Markings



27

DOUGLAS COUNTY
BICYCLE PLAN Workshop



Bicycle Boulevard - Speed Management



28

DOUGLAS COUNTY
BICYCLE PLAN Workshop



Sidepath



29

DOUGLAS COUNTY
BICYCLE PLAN *Workshop*



Toole



Kinley-Horn
and Associates, Inc.

Connectivity



30

DOUGLAS COUNTY
BICYCLE PLAN *Workshop*



Toole



Kinley-Horn
and Associates, Inc.

Path/Road Connectivity



31

Wayfinding Signs/Sign Protocol



32

Warning Signs



33

Wayfinding Pavement Marking



34

Douglas County Plan

- ❖ Douglas County Bicycle Plan will follow the same format as the State Bike Plan with an emphasis on proposed facilities

35

Douglas County – Bike Plan Public Input

- ❖ Largest Need:
 - ♦ Wider shoulders, additional bike lanes and paths
- ❖ Biggest Issue:
 - ♦ Lack of connectivity within Douglas County
- ❖ Greatest Asset:
 - ♦ Proximity to Lake Tahoe
- ❖ Additional Information:
 - ♦ A driving tour and field review of bike facilities was done by members of the project team and local representatives;
 - ♦ There is a need to improve connectivity between residential and commercial centers of the County;
 - ♦ There are limited bike education events in Douglas County;
 - ♦ Alternative design standards for roads should be explored to allow for the addition of bike facilities; and
 - ♦ Douglas County is working to preserve and utilize historic rights-of-ways and corridors, such as the Virginia & Truckee Railroad and the Old Kingsbury Grade.



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Douglas County Plan Development Public Comments

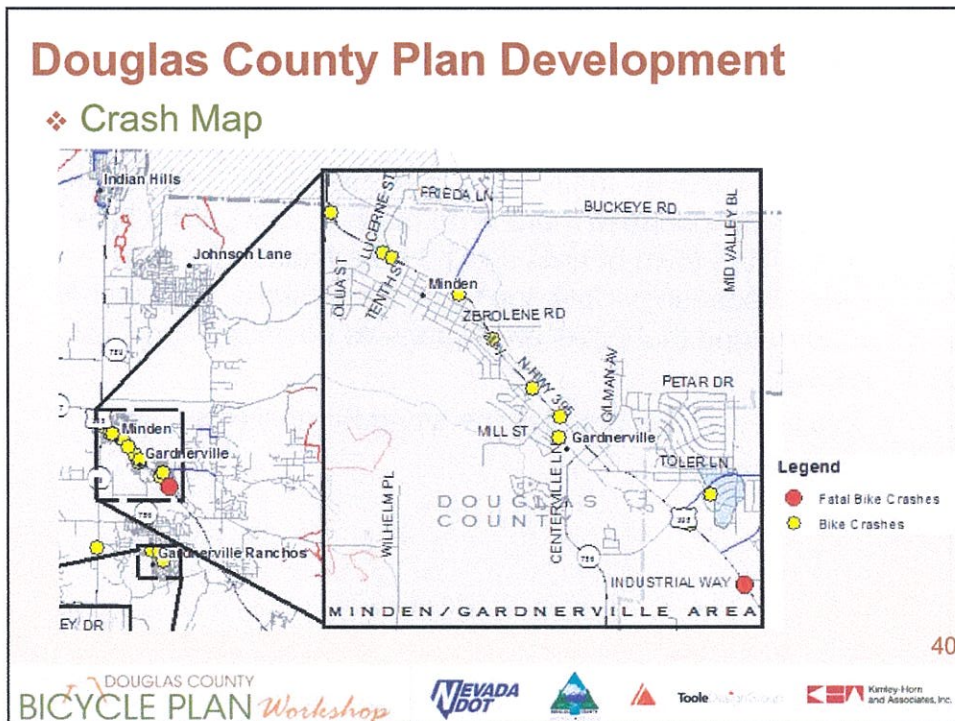
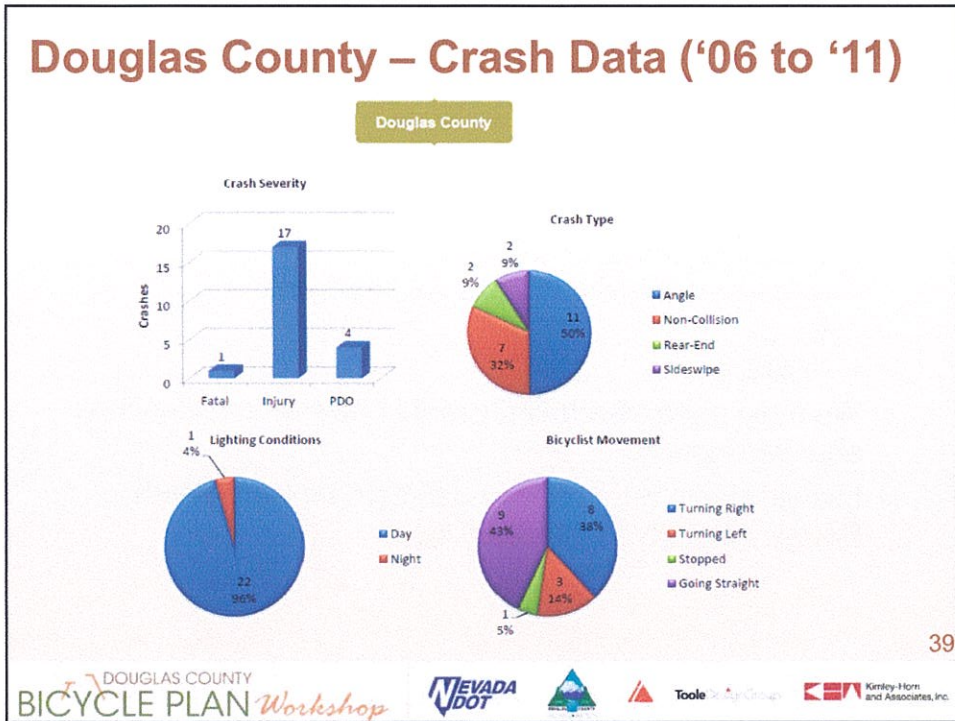
- ❖ Where do you ride?
 - ♦ West Washoe Valley (i.e. Franktown Road), North Douglas (i.e. Jacks Valley Road)
 - ♦ Jacks Valley Road
 - ♦ McCarren & Mayberry or 395 & Jacks Valley Rd
 - ♦ Genoa
 - ♦ Foothill Road
- ❖ We must get a bike friendly route between the Ranchos and Gardnerville!
- ❖ I would like to ride the Hwy 395 corridor from South Douglas County to Carson City.

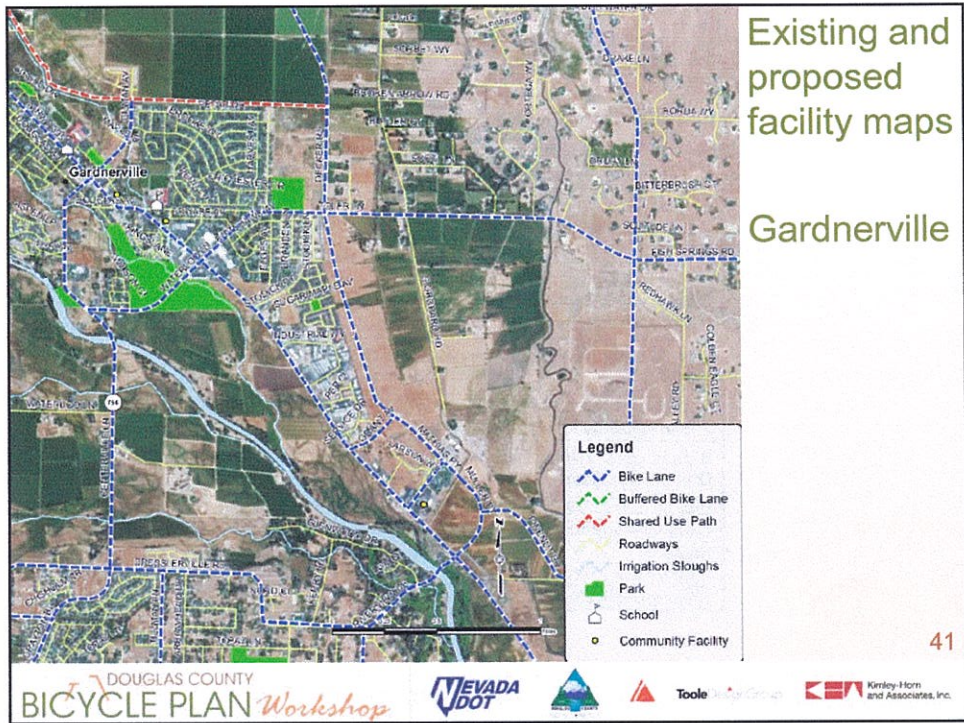
37

Douglas County – Public Comments

- ❖ We need more bike lanes and bike racks. Probably the biggest issue for me is the lack of bike racks. I can't ride anywhere because there is no place to lock up the bike and all the town boards around here think there is no need because people don't lock their bikes. They do not understand that bikes are expensive nowadays and get stolen.
- ❖ We need a safe bicycle lane along Foothill Road and Genoa Lane.

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Douglas County Plan Development

Table 4 – High Priority Bicycle Improvement Projects

Improvement Projects
Bicycle Lane: Centerville Lane, Hwy. 395 to Dresslerville Road
Bicycle Lane: Buckeye Road, Hwy 395 to Orchard Road
Bicycle Lane: Hwy 395, Riverview Drive to Ironwood Lane
Buffered Bicycle Lane: Jacks Valley Rd/Foothill Road, 395 to Highway 88 (Pony Express Route)
Bicycle Lane: Tillman Lane, Kimmerling Road to Dresslerville Road
Bicycle Lane, Vista Grande – Jacks Valley Road to Clear Creek (future road connection)
Shared
Shared Use Path: Old Kingsbury ROW
Shared Use Path: Virginia and Truckee ROW

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Gardnerville Town Board

AGENDA ACTION SHEET

1. **For Possible Action.** Discussion to approve submittal of an application for a \$550,000 NDOT 2014 Transportation Alternatives Program (TAP) grant, to be funded in 2015, to improve the safety of the Highway 395 "S Curve" adjacent to the former Eagle Gas Station site located at 1395 Highway 395 North (APN 1320-33-402-075), including drainage improvements and new ADA sidewalks. TAP grants require a minimum match of 5%, which would be \$20,250 for this application; with public comment prior to Board action.

2. **Recommended Motion:** Approve the submittal of an application for a \$550,000 NDOT 2014 TAP grant with a required 5% match not to exceed \$27,500.

Funds Available: Yes N/A

3. **Department:** Administration

Prepared by: Tom Dallaire

4. **Meeting Date:** March 4, 2014 **Time Requested:** 20 minutes

5. **Agenda:** Consent Administrative

Background Information:

The attached staff report provides information on the proposed application for the NDOT TAP grant for 2014-2015, which must be submitted by March 14, 2014.

6. **Other Agency Review of Action:** Douglas County N/A

7. **Board Action:**

Approved Approved with Modifications
 Denied Continued



Linda Slater, Chairman
Lloyd Higuera, Vice Chairman
Ken Miller, Board Member
Mike Philips, Board Member
Mary Wenner, Board member

MEMORANDUM

Date: March 4, 2014
To: Gardnerville Town Board
From: Tom Dallaire, P.E., Town of Gardnerville
Subject: Eagle Gas Station NDOT Transportation Alternatives Program Application

I. TITLE:

For Possible Action. Discuss and approve submittal of an application for a \$550,000 NDOT Transportation Alternatives Program (TAP) grant to improve the safety of the Highway 395 “S Curve” adjacent to the former Eagle Gas Station site located at 1395 Highway 395 North (APN 1320-33-402-075), including drainage improvements and new ADA sidewalks. TAP grants require a minimum match of 5%, which would be \$27,500 for this application. With public comment prior to board action. (approx. 20 minutes)

II. RECOMMENDATION

Approve the submittal of an application for a \$550,000 NDOT TAP grant with a required 5% match not to exceed \$27,500.

III. BACKGROUND

NDOT is now accepting applications for TAP Grants for Fiscal Year 2014-2015. Applicants may apply for up to \$650,000 for infrastructure projects. If the town is successful in obtaining this funding, NDOT will reimburse 95% of the project costs. Eligible categories include bicycle and pedestrian facilities, lighting, ADA improvements, scenic beautification, and storm water management. The deadline is March 14, 2014.

IV. DISCUSSION

The conceptual plan for the improvement of the Highway 395 “S Curve” includes donating additional right-of-way to NDOT from the Eagle Gas Station parcel. The Town is also planning to obtain additional right-of-way from the private property to the north through a boundary line adjustment. The town expects to submit this boundary line adjustment to Douglas County shortly for review and approval.

The Eagle Gas Station redevelopment budget presented to the town board last month showed a total cost of \$403,732 for the NDOT TAP application. The items include new sidewalks, curbs, gutter, and the storm drainage improvements. However, it is expected that the town will submit a request for approximately \$550,000 to NDOT after additional items are included (e.g., repaving of Highway 395, and new sidewalk north and south of Douglas Avenue). Town staff is

currently revising the cost estimates for the “S” curve improvements and an updated budget will be presented at the town board meeting.

V. CONCLUSION

The NDOT TAP grant application allows the town to continue moving ahead on the redevelopment plan for the former Eagle Gas Station. The town has needed to improve the “S curve” for many years and the NDOT TAP grant will allow the town to finally accomplish this longstanding goal. Further, the NDOT TAP grant will provide funding to create a dramatically improved streetscape at the former Eagle Gas Station (new ADA ramps, sidewalks, lighting, and landscaping).

Board meeting Topics of Discussion / Notes:

Project Initiation Form

TSP/Map Location No.

(Funding Request/Needs Submittal)

1 - APPLICANT/PROJECT SPONSOR INFORMATION

SPONSOR/AGENCY:

Name: Town of Gardnerville

Division: Town Manager Office - Tom Dallair

Street Address: 1407 Highway 395 N

City: Gardnerville State: NV Zip: 89410

DUNS No.: _____

CONTACT:

Name: Candace H Stowell

Title: Urban Planning Consultant

Phone: 775-882-0414 Fax: _____

E-mail: chstowell@me.com

CCR Expiration Date: _____

DATE:

02/21/2014

Re-Submittal _____

2 - PROPOSED PROJECT INFORMATION

PROJECT TYPE: (Based on project need)

Primary: Transportation Alternatives Program

Secondary: _____

Route_Name	District Name	County Name	Mileposting Begin	Mileposting End
US395N (Mileposting: 1.000 - 33.96)	District 2	DOUGLAS	21.00	22.00

Project C/L Length (miles): 1.00

Within MPO?

NO YES

Consistent w/ RTP?

NO YES

PROJECT NAME: _____

PROJECT LOCATION:

FROM / TO: Highway 395 N, From the junction with Mission Street at the former Eagle Gas Station (1395 Highway 395 N) to the junction with Douglas Avenue

BRIEF DESCRIPTION OF THE PROJECT NEED(S) AND SCOPE OF WORK:

The Town of Gardnerville is requesting funds to improve the safety of Highway 395 at the "S Curve" in Gardnerville by donating additional right of way to NDOT in order to improve the radius of the Highway and create a safer gateway into Main Street Gardnerville. The Town of Gardnerville is currently removing all Underground Storage Tanks at the former Eagle Gas Station site and will redevelop the property for public off-street parking, a meeting room and information center for Main Street Gardnerville, a bus stop for DART, and an electric vehicle charging station.

2 - PROPOSED PROJECT INFORMATION (con't)

SCOPE ELEMENTS:

(e.g., # of added lanes, intersection/interchange improvements, utility/drainage improvements, and traffic operations).

The Gardnerville Main Street Gateway project involves the following items: 1) improving the radius of the S Curve at 395 and Mission Street by donating additional right of way to NDOT; 2) construction of new ADA ramps and sidewalks on both sides of Highway 395; 3) elimination of three curb cuts from the former Eagle Gas Station site; 4) installing drainage improvements at the former Eagle Gas Station to reduce flooding of Highway 395 during storm events; 5) installation of lighting and landscaping; 6) one bike rack; 7) a new DART bus stop; 8) installation of a Main Street Bench; and 9) construction of a monument sign.

Was the scope developed from a Planning/Corridor Study? NO YES

Study Name/Location: Eagle Gas Station Redevelopment Plan Date of Study: 10/01/2013

COST ESTIMATE: \$400,000.00 to \$410,000.00 NDOT Wizard estimation tool

INTERMODAL ACCOMMODATION: (Select all that apply)

- Pedestrian Transit Airport
- Bicyclists Rail Other (Please list): _____

Does the project incorporate Landscape/Aesthetic Elements? YES NO

3 - EXISTING CONDITIONS

FUNCTIONAL CLASS: Principal Arterial **NHS STATUS:** Local National Highway System (NHS)

No. of Traffic Lanes: 5 Lane width (ft): 12.00 Inside Shoulder width (ft): 12.00 Outside Shoulder width (ft): 12.00 Median width (ft): 12.00

Curb & Gutter? YES NO Structures? NO YES No. of Structures: 0

Right of Way width (ft): 80.00 Primary Surrounding land use: Mixed Use

Adjacent to Railroad/Crossing? YES NO Non-Attainment/Maintenance Area? YES NO

Known utility lines/elements: _____

AADT: _____ % Trucks: 0.00 LOS - Level of Service: A

Proximity to Activity Centers/Attractions (mi.): 0 Population Density (people/sqmi): 7,000.0 to 24,882.3

Number of Major Traffic Generators Served (Special Events, Professional Sporting Events, Concerts, and etc.): _____

IDENTIFIED DEFICIENCIES: (Describe the specific deficiencies the proposed project is intended to address)

Safety Issues - (list crash locations, types, frequency):

Existing S Curve at Highway 395 at Mission Street is unsafe for vehicle and pedestrians due to tight radius and results in trucks and Recreational Vehicles driving over a portion of the sidewalk at the former Eagle Gas Station. The S Curve is also unsafe due to inadequate drainage and the excessive curb cuts along Highway 395 from the former Eagle Gas Station.

Mobility Issues - (list activity centers and major traffic generators):

Town of Gardnerville Main Street District (historic commercial core) and regional traffic along Highway 395

Other Deficiencies/Needs:

4 - PROJECT IMPACTS

4A - ENVIRONMENTAL IMPACTS:

NEPA REQUIRED: YES NO

IS THE PROJECT ADJACENT TO OR WILL IT DIRECTLY IMPACT THE FOLLOWING:

Wildlife Corridors	OYES	ⓄNO	OUnknown	Farmland of Statewide or Local Importance	OYES	ⓄNO	OUnknown
Invasive Species	OYES	ⓄNO	OUnknown	100 - Year Floodplain	ⓄYES	ONO	OUnknown
Rivers, Streams, Wetlands, Riparian Areas	OYES	ⓄNO	OUnknown	Designated Scenic Road/ Byway	OYES	ⓄNO	OUnknown
Sole-source Aquifers	OYES	ⓄNO	OUnknown	Archaeological/Historical Resources or Districts	ⓄYES	ONO	OUnknown
Designated Wild and Scenic Rivers	OYES	ⓄNO	OUnknown	Low Income or Minority Populations	OYES	ONO	ⓄUnknown
Sensitive Biological Resources	OYES	ⓄNO	OUnknown	Utilities	OYES	ONO	ⓄUnknown
Prime or Unique Farmland	OYES	ⓄNO	OUnknown	Hazardous Material Sites	OYES	ⓄNO	OUnknown

IS THE PROJECT ADJACENT TO OR DOES IT INCORPORATE PORTIONS OF THE FOLLOWING:

Wildlife Refuge	OYES	ⓄNO	OUnknown	Recreational Area	OYES	ⓄNO	OUnknown
Waterfowl Refuge	OYES	ⓄNO	OUnknown	Existing or Planned Park	OYES	ⓄNO	OUnknown
Historic Site	OYES	ⓄNO	OUnknown	Land and Water Conservation Fund Act Recipient Facility	OYES	ⓄNO	OUnknown

Will the project introduce visual elements inconsistent with the existing environment? YES NO OUnknown

Will the project help improve air quality? YES NO OUnknown

Will the project help improve water quality? YES NO OUnknown

Will the project help reduce existing traffic noise? YES NO OUnknown

Is the project required to better serve existing development? YES NO OUnknown

Is the project required to better serve planned future developments? YES NO OUnknown

Will the project change existing access to adjacent areas? YES NO OUnknown

Other environment improvements (Please list/explain): _____

HAS AN ALTERNATIVE ANALYSIS BEEN CONDUCTED?

- NO (Please provide a brief explanation of type of analysis and any documentation available);
- YES

HAVE ANY MITIGATION MEASURES BEEN IDENTIFIED OR OTHER CONSIDERATIONS MADE TO LIMIT POTENTIAL ENVIRONMENTAL IMPACTS?

- NO (List possible impact areas):
- YES

14-6

IS THE PROJECT LOCATED WITHIN MULTIPLE JURISDICTIONS?

- NO (List all counties, cities, or Tribal affiliated):
- YES

KEY STAKEHOLDERS: (Please identify specific agencies or individuals.)

Federal: _____
 State: NDOT, Governor's Office of Economic Development (CDBG Funds), Nevada NDEP (Brownfields Grant & Nevada Pet
 Regional: Douglas County
 Local: Town of Gardnerville, Main Street Gardnerville
 Community: _____
 Other: _____

HAS ANY PUBLIC INPUT/OUTREACH OCCURRED?

- NO
- YES Please select all that apply:
 - Public Notice
 - Public Service Announcement
 - Other (please list):
- Public Meeting
- Local Newspaper Article

Include a summary of the public concerns, opposition, and/or support:

The Town of Gardnerville held a public workshop on September 7, 2013 to review redevelopment options for the former Eagle Gas Station. In addition, an online survey was conducted to obtain additional public input. The Town Board approved a redevelopment plan for the site based on the public input which including redesigning the "S Curve" and improving overall safety at this portion of Highway 395. The Town Board approved the redevelopment plan on October 1, 2013.

4B - RIGHT OF WAY IMPACTS:

RIGHT OF WAY ACQUISITIONS:

				Approx. No. of parcels/property owners
Is a fee acquisition of property needed for the project?	<input checked="" type="radio"/> Unknown	<input type="radio"/> NO	<input type="radio"/> YES	<u>0</u>
Is a permanent easement needed (maintenance, drainage)?	<input checked="" type="radio"/> Unknown	<input type="radio"/> NO	<input type="radio"/> YES	<u>0</u>
Is a temporary easement needed for construction of the project?	<input checked="" type="radio"/> Unknown	<input type="radio"/> NO	<input type="radio"/> YES	<u>0</u>
Is a change in access to property(s) needed?	<input checked="" type="radio"/> Unknown	<input type="radio"/> NO	<input type="radio"/> YES	<u>0</u>
Are private owner driveways impacted?	<input type="radio"/> Unknown	<input checked="" type="radio"/> NO	<input type="radio"/> YES	<u>0</u>

RIGHT OF WAY UTILITIES:

Will there be any utility relocations?	<input checked="" type="radio"/> Unknown	<input type="radio"/> NO	<input type="radio"/> YES	<u>0</u>
Are there utility covers needing adjustment?	<input checked="" type="radio"/> Unknown	<input type="radio"/> NO	<input type="radio"/> YES	<u>0</u>
Is a new power source or drop needed?	<input checked="" type="radio"/> Unknown	<input type="radio"/> NO	<input type="radio"/> YES	<u>0</u>

4C - MISCELLANEOUS IMPACTS: (Select all that apply)

Below please explain the extent of all impacts selected:

- Drainage
- Bridge
- Geotechnical
- Railroad
- Landscape & Aesthetics
- Bike, Pedestrian, ADA
- Transit
- Emergency Services
- Specialized Workforce (fiber optics, ITS, blasting)
- Other (Please List): _____

4D - TRIBAL CONSIDERATION:

Does the project directly require the use of or is any portion of the project adjacent to Tribal Trust Lands or other lands with an existing or planned Tribal interest?

YES NO Unknown

Is the project consistent with Tribal planning documents?

YES NO Unknown

Has the project received approval by the Tribal Council?

YES NO Unknown

Date: _____

4E - LOCAL CONSIDERATION:

Is the project consistent with Local planning documents?

YES NO Unknown

Has the project received approval by the local governing body?

YES NO Unknown

Date: 10/01/2013

5 - PROJECT FUNDING & ADMINISTRATION

ANTICIPATED CONTRACT DESIGN/DELIVERY AGENCY: (Please identify specific agencies or individuals)

	NDOT	Other Agency
Preliminary Engineering:	<input type="radio"/>	<u>Town of Gardnerville</u>
NEPA:	<input checked="" type="radio"/>	_____
Contract Administration:	<input type="radio"/>	<u>Town of Gardnerville</u>
Construction Management:	<input type="radio"/>	<u>Town of Gardnerville</u>
Right of Way Acquisition:	<input type="radio"/>	<u>Town of Gardnerville</u>

ANTICIPATED DELIVERY TYPE: _____

HAVE POTENTIAL FUNDING SOURCES BEEN IDENTIFIED?

- NO List Sources and Specify
- YES Funding and Project Phase(s):

Town of Gardnerville Capital Improvement Budget and potentially CDBG funds for Phase II of redevelopment project.

PROPOSED FINANCIAL CONTRIBUTION TO THE PROJECT?

- NO List funding type, amount of
- YES funding, and percentage of

Town of Gardnerville Capital Improvement Budget, 5% or Total Cost, or approximately \$20,000

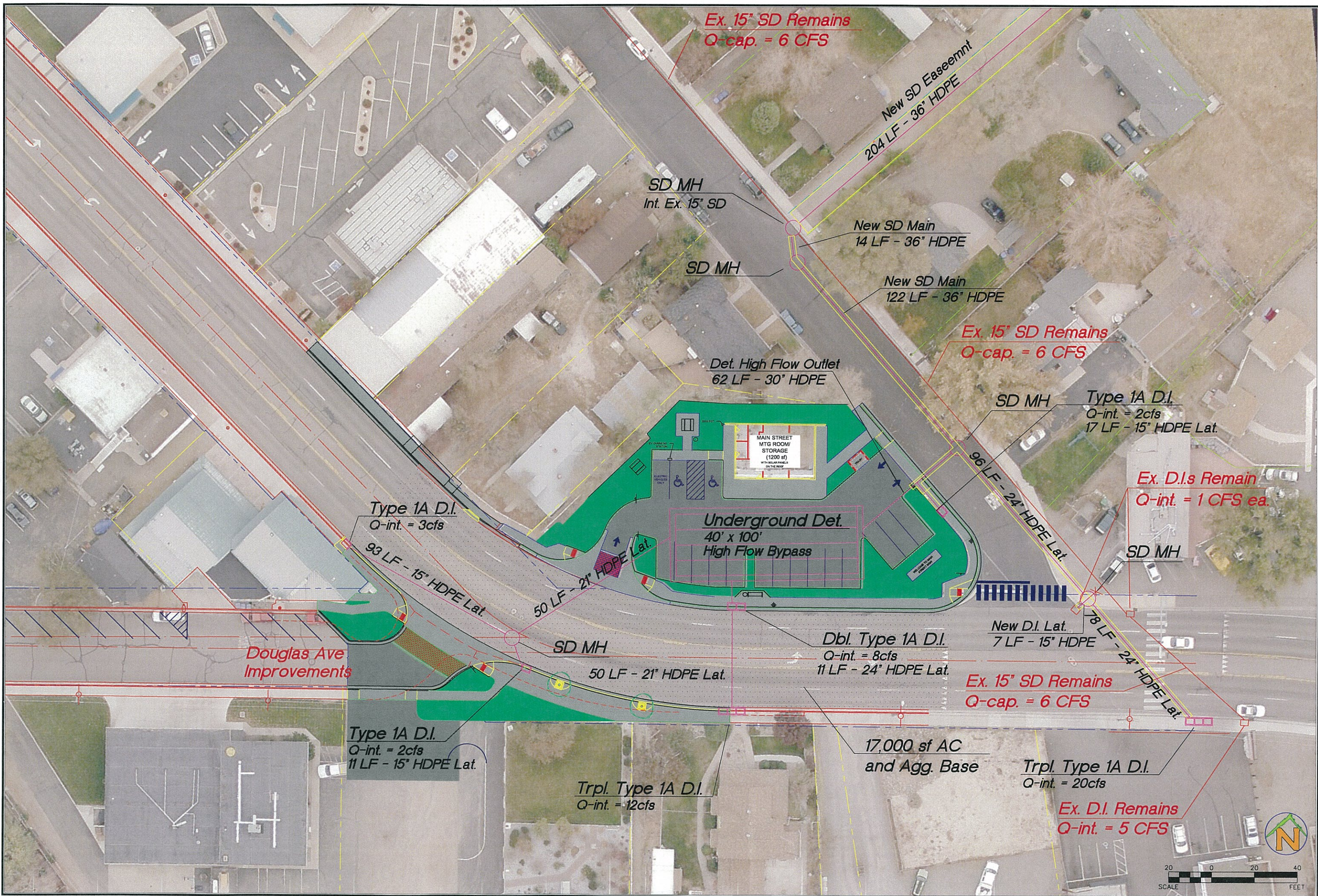
Public/Private Partnering (% Private Funds):

1 to 5

PROJECT COMMITMENTS:

Commitments
to others:

Commitments
made by
others:



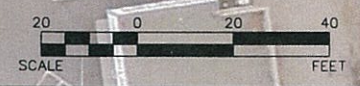
NO.	DESCRIPTION	DATE	BY

SCALE: 1" = 30'
 DESIGN: JSP
 DRAWN: JSP
 CHECKED: TAD
 APPROVED: TAD
 DATE: 3/4/2014

1407 Highway 395 N
 Gardnerville, NV 89410
 P: 775.782.7134
 F: 775.782.7135
 www.gardnerville-nv.gov

CONCEPTUAL PLAN
 S-CURVE HIGHWAY 395
 GARDNERVILLE, NV

SHEET NO.
C-01



Gardnerville Town Board

AGENDA ACTION SHEET

1. **For Possible Action:** Discussion on movie rating to be played at the town's "Movies in the Park" event and for the board to consider playing edited versions only of PG-13 movies during "Movies in the Park"; with public comment prior to Board action.

2. **Recommended Motion:** Motion to approve the use of "edited" PG-13 movies to play at the town's Movie in the Park event.

Funds Available: Yes N/A

3. **Department:** Administration

Prepared by: Tom Dallaire

4. **Meeting Date:** March 4, 2014 **Time Requested:** N/A

5. **Agenda:** Consent Administrative

Background Information:

Last year there were two new PG rated movies released that were not animated. We are getting requests to play movies like Captain America, Iron Man, Avengers, Thor and Transformers. These are good movies for older families but with the current restriction of the movie to PG we cannot play them due to the current movie rating. Swank offers edited versions of the PG-13 movies but does not re-rate this movies to a PG rating. So we would just advertise them and add the available movies to the annual movie survey for next year's movie series. See attached survey results from this past movie year.

6. **Other Agency Review of Action:** Douglas County N/A

7. **Board Action:**

Approved Approved with Modifications
 Denied Continued

Vote for the films you'd like to see for the 2014 season
"Movies in the Park"

Vote for only one in each category

	Comedy	Action/Adventure	Animated	Classic
1	Bedtime Stories	1 101 Dalmations	14 Despicable Me2	2 American Graffiti
2	Space Jam	8 A Dolphin Tale	12 Planes	17 Back to the Future
1	Daddy Daycare	Big Miracle	11 Gnomeo & Juliet	Bullitt
5	Dennis the Menace	1 Fantastic Four	3 Turbo	1 Summer Magic
	Enchanted	6 Ghostbusters	3 Ice Age	1 It Happened One Night
	Troop Beverly Hills	3 The Sorcerer's Apprentice	Kung Fu Panda	McClintock
4	Freaky Friday	3 Jumanji	Madagascar 3	Notorious
	Jonny English Redborn	1 Legend of the Guardians	7 Monsters University	3 Remember the Titans
2	Yogi Bear	National Treasure	1 Megamind	Roman Holiday
	Nanny McPhee	1 Speed Racer	Monsters vs. Aliens	Sabrina
1	Nanny McPhee Returns	Spiderwick Chronicles	Wreck It Ralph	1 Singin' in the Rain
3	Princess Bride	Superman	2 Puss in Boots	1 Snowball Express
2	Jungle 2 Jungle	Tron Legacy	Treasure Planet	To Catch a Thief
3	Snow Dogs	12 Percy Jackson & Sea of Monsters	Rio	2 To Kill A Mockingbird
1	Short Circuit	1 Zookeeper	1 Escape from Planet Earth	Treasure Island
6	Spaceballs	1 Hugo	1 The Incredibles	Twelve Angry Men
1	The Love Bug	1 Rise of the Guardians	Great & Powerful Oz	Vertigo
1	The Pacifier	2 The Secret of Nimh	Hotel Transylvania	15 Willy Wonka & Choc Fctry
	The Rocketeer	Starman	Smurfs	1 Bachelor & Bobby Soxer
		War Games	1 Smurfs 2	Other G or PG movies
		2 Super Mario Bros.	1 Dr. Seuss' The Lorax	1 Poseidon Adventure
		The Three Musketeers	3 The Croods	1 Inspector Gadget

- 1 Beetlejuice
- 1 Never Ending Story
- 1 Jaws



Gardnerville Town Board

AGENDA ACTION SHEET

1. **For Possible Action: Discussion on budget development for Fiscal Year 2014/2015 including, but not limited to;**
 - a. review of Towns strategic plan and goals
 - b. review of the Town Values
 - c. update of capital improvement projects for fiscal year 2014-2019
 - d. review of the town employee merit increases
 - e. review and discuss proposed town projects anticipated for bidding award before June 30, 2014
 - f. review of the tentative budget for 2014-2015 and review of the revenue estimates,
 - g. review of health & sanitation fees and services, and other matters properly related thereto;
with public comment prior to Board action.

2. **Recommended Motion: Funds Available:** Yes N/A

3. **Department: Administration**

Prepared by: Tom Dallaire

4. **Meeting Date:** March 4, 2014 **Time Requested:** 60 minutes

5. **Agenda:** Consent Administrative

Background Information:

6. **Other Agency Review of Action:** Douglas County N/A

7. **Board Action:**

Approved

Denied

Approved with Modifications

Continued

Table 1: Town of Gardnerville Capital Improvement Program, 2012-2018 - <Final Budget>

Highlighted represents change from Tentative to Final

FISCAL YEAR	PUBLIC WORKS 610-926-562-000								PARKS & RECREATION/OPEN SPACE				FLEET/EQUIPMENT/FACILITIES/OTHER													
	CAPITAL				NON-CAPITAL				CAPITAL		NON-CAPITAL		CAPITAL		NON-CAPITAL											
	Description	Roads	Cost	Description	Storm Drain	Cost	Description	Roads	Cost	Description	Storm Drain	Cost	Description	Roads	Cost	Description	Storm Drain	Cost								
2012-2013 558,532.84	FY 2013 TE NDOT Match - Crosswalks		\$ 15,000	Bank Hellwink Channel		\$ 49,246	Road Maintenance		\$ 50,000	Storm Drain Maintenance		\$ 7,000	LWCF Trails Amenities Match		\$ 25,000				Debt Service-Series 2005		\$ 122,982	Small equipment replacements		\$ 2,500		
							Chichester Microsurfacing (Gilman, Chichester, Portions of Marion Russell and Harvest)		\$ 123,003										613-730-564-500 Lawn Mower replacement		\$ 29,000					
							Sunset Park Microsurfacing (Wilson, Easton, North Hampton)		\$ 33,253										Town Server		\$ 10,549					
							Seal Coat Stodiek Estates		\$ 31,000																	
							Crack sealing		\$ 10,000																	
							Patch repair in Chichester area		\$ 50,000																	
		TOTAL		\$ 15,000		\$ 49,246			\$ 297,256		\$ 7,000		\$ 25,000		\$ -		\$ 162,531		\$ 2,500							
2013-2014 447,631.00	Sidewalk Repair and ADA Ramp Upgrades		\$ 25,000	Bank Hellwink Channel		\$ 23,037	Road Maintenance		\$ 50,000	Storm Drain Maintenance		\$ 8,500	Raley's to Toler Sidewalk (Sidewalk Portion)		\$ 35,000	Repair Hellwink Shop		\$ 40,000	613-Debt Service-Series 2005		\$ 122,982	Small equipment replacements		\$ 2,500		
				Kingslane NDOT Match		\$ 50,000	Crack sealing		\$ 15,000										614-Fleet Vehicle		\$ 42,612					
							Patch repair in Chichester area		\$ 33,000																	
		TOTAL		\$ 25,000		\$ 73,037			\$ 98,000		\$ 8,500		\$ 35,000		\$ 40,000		\$ 165,594		\$ 2,500							
2014-2015 434,282.00	Sidewalk Repair and ADA Ramp Upgrades		\$ 25,000				Road Maintenance		\$ 50,000	Storm Drain Maintenance		\$ 8,500							613-Debt Service-Series 2005		\$ 122,982	Small equipment replacements		\$ 2,500		
							Crack sealing		\$ 15,000																	
							Cape Seal Industrial Way		\$ 174,000																	
							Patch repair in Chichester area		\$ 36,300																	
	TOTAL		\$ 25,000		\$ -			\$ 275,300		\$ 8,500		\$ -		\$ -		\$ -		\$ 122,982		\$ 2,500						
2015-2016 499,430.00	Sidewalk Repair and ADA Ramp Upgrades		\$ 25,000				Road Maintenance		\$ 50,000	Storm Drain Maintenance		\$ 8,500	Waterloo Islands Water Saving Landscaping		\$ 12,000				Larger Crack Seal Unit		\$ 45,000	Small equipment replacements		\$ 2,500		
	Main Street Gateway Demolition (Former Eagle Gas) Anticipating Grant Funding to Assist		\$ 55,000				Crack sealing		\$ 15,000																	
	Main Street Gateway Construction (Former Eagle Gas)		\$ 112,000				Slurry Stodiek Estates		\$ 78,500																	
	Town Maintenance Facility Upgrades (Part of Raley's to Toler Sidewalk Plans)		\$ 56,000				Patch repair in Chichester area		\$ 39,930																	
		TOTAL		\$ 248,000		\$ -			\$ 183,430		\$ 8,500		\$ 12,000		\$ -		\$ 45,000		\$ 2,500							
2016-2017 430,923.00	Sidewalk Repair and ADA Ramp Upgrades		\$ 25,000				Road Maintenance		\$ 50,000	Storm Drain Maintenance		\$ 8,500				Repair Hellwink Hay Barn		\$ 20,000	2 Equipment Trailers		\$ 12,000	Small equipment replacements		\$ 2,500		
							Crack sealing		\$ 15,000	Storm Drain Replacement South of Cemetery		\$ 96,000														
							Slurry Arbor Gardens		\$ 158,000																	
							Patch repair in Chichester area		\$ 43,923																	
	TOTAL		\$ 25,000		\$ -			\$ 266,923		\$ 104,500		\$ -		\$ 20,000		\$ 12,000		\$ 2,500								
2017-2018 429,315.30	Sidewalk Repair and ADA Ramp Upgrades		\$ 25,000				Road Maintenance		\$ 50,000	Storm Drain Maintenance		\$ 8,500	Gilman Water Saving Landscaping		\$ 12,000				3 Yard Dump Truck		\$ 65,000	Small equipment replacements		\$ 2,500		
	Ezell Ave Half Street Improvements - North		\$ 73,000				Crack sealing		\$ 15,000				"The Ranch" Trail		\$ 35,000											
							Cape Seal Southgate, Service Dr, Pep Cir		\$ 95,000																	
							Patch repair in Chichester area		\$ 48,315																	
		TOTAL		\$ 98,000		\$ -			\$ 208,315		\$ 8,500		\$ 47,000		\$ -		\$ 65,000		\$ 2,500							



Gardnerville Town Board

AGENDA ACTION SHEET

1. **Not For Possible Action:** Discussion on the Town Attorney's Monthly Report of activities for February 2014.

2. **Recommended Motion:** None
Funds Available: Yes N/A

3. **Department:** Administration
Prepared by: Tom Dallaire

4. **Meeting Date:** March 4, 2014 **Time Requested:** 5 minutes

5. **Agenda:** Consent Administrative

Background Information: Attorney's monthly report presented at meeting.

6. **Other Agency Review of Action:** Douglas County N/A

7. **Board Action:**

Approved Approved with Modifications
 Denied Continued



Gardnerville Town Board

AGENDA ACTION SHEET

1. **Not For Possible Action:** Discussion on the Town Manager/Engineer's Monthly Report of activities for February 2014.

2. **Department: Administration**

Prepared by: Tom Dallaire

3. **Meeting Date:** March 4, 2014 **Time Requested:** 10 minutes

4. **Agenda:** Consent Administrative

Background Information: See attached report.

5. **Other Agency Review of Action:** Douglas County N/A

6. **Board Action:**

Approved

Denied

Approved with Modifications

Continued



Linda Slater, Chairman
Lloyd Higuera, Vice Chairman
Ken Miller, Board Member
Mike Philips, Board Member
Mary Wenner, Board Member

Town Manager Monthly Report March 2014 Board Meeting

- A. The Ranch to Gardnerville Phase I:** We have removed some of the LED lights facing the homes within the development. Hopefully that will help. We are talking with RO Anderson Eng. about the improvement plans for the next phases of Phase II. Leanna and I inspected the sidewalk on Phase I and found many minor cracks, but cracking none the less, and it will become a problem later on. So the builder will be working on its replacement and testing.
- B. New Beginnings:** Project is complete.
- C. Virginia Canal:** The county started work on this crossing at the beginning of the month. The county is managing the project and it is one of the RTC projects for the year that they are moving on. The culvert headwalls were poured last week, so back fill operations should be happening soon, weather permitting.
- D. Hellwinkel Channel:** Denny is working on the final plans. He took a job with Fernley and the plans are almost complete.
- E. Eagle Gas:** The contractor repaired the sewer, buried the holes, and capped them for now with cold patch and cleaned up the site. The guard rail and tree stumps will soon be removed. McGinley is working with the state to finalize all the documentation for the project to proceed with their site evaluation.
- F. NDOT Sidewalk and 756 parking:** We have approval of the 756 parking stalls and ordered the signs for the new parking spaces. Once those are received the guys will install them, paint the lines and curb. The sidewalk needed more revisions and that has been resubmitted to the state for final approval.
- G. Kingslane:** NDOT did not get back with me on the presentation. We are proceeding with the original concept. The bike plan needs a bike lane there and we will eventually need the extra space for a bike lane. So we are moving forward with the design as proposed to Kings Lane.
- H. 756 Cottonwood Slough crossing:** NDOT had a meeting last week to discuss this project. NDOT staff was very willing to make this project a go. We had to cut out all the sidewalk improvements and do that under a separate application once the bridge is widened. They plan to widen both sides of the bridge and connect one side with pedestrian access from the existing walkway on the northwest side of the street. They did elect to split the project into a couple of jobs.
- I. Chichester crack patching:** this item is on the agenda for bid award.
- J. Martin Slough shared use path:** There is a project meeting with RO Anderson this month.



Linda Slater, Chairman
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Mary Wenner, Board Member

K. Office Items:

- Attended the chamber meeting and gave them an update on town activities.
- I have not worked on the Southgate parking study.
- Nathan from Beneficial Designs is making a lot of progress on the sidewalk evaluation. I have met and talked with him over the phone on several occasions to discuss the issues in the field and what he needs to evaluate.
- Met with the county on the plan for implementation of the Valley Vision projects. This is listed under the budget item.
- Reviewed and revised the Interlocal agreement with Debra. I met with Christine on the interlocal agreement. She will be working up an agreement between the county and towns for the enterprise funds. I also talked with Doug Johnson and Barry Penzel about the interlocal agreement and where the towns were coming from with the general fund fees. This was due to some comments made during the budget item of the February 20th meeting.
- Attended the county budget kickoff meeting and training for this year.
- Reviewed the county bike plan and prepared a staff report.
- Reviewed the HR agreement of the 2014 update to the employee pay plan and job descriptions.
- Review the proposed 10.10 temporary traffic control. This is going to be more work for the towns on projects or events where a road will be temporarily closed. We have a couple events each year this will apply towards. We can have the asking person have an engineer prepare a plan and review and approve that, or the fee we charge will be for preparing our own plan and submitting to the county for approval. It will be easier for us to do it and keep the information on file. An engineering firm will charge a lot of money to prepare these for the applications and we want this to be a pleasant experience. See attached document if you would like to add anything to my comments.
- Attended towns and GID meeting and discussed with Indian Hills the trash costs and shared with them our budget for the enterprise fund.
- Attended the DC quarterly technology steering committee meeting
- Provided the annual board member training for the required NRS training.
- Attended a class in Portland Or. on Organization Skills for the Overwhelmed. It was a great class. We have started implementing some of those ideas and had a staff meeting of which we have developed our own plan for the files. I am still working on my office and hope to be complete by the end of March.

CHAPTER 10.10

Temporary Traffic Control

Sections:

10.10.1 Purpose of title

10.10.2 Application of title

10.10.3 Manual on uniform traffic control devices

10.10.4 Authority to approve or deny restriction and issue permits

10.10.5 Permit fees

10.10.1 Purpose of title.

GOVERNING?

County → The purpose of this title is to establish uniform requirements across all towns, general improvement districts (GID), departments, and agencies for the complete or partial closing of a county right-of-way or easement dedicated for the facilitation of public transportation.

10.10.2 Application of title.

This title shall be applied to any construction, work, maintenance, parades, special events, or activity where the partial or total closing of the right-of-way, access or road easement is desired. This title does not apply to emergency closures of the right-of-way as determined by the sheriff, fire chief, utility company, or other state or federal agencies.

STAFF or OFFICE

10.10.3 Manual on uniform traffic control devices.

- (A) Douglas County adopts the Manual on Uniform Traffic Control Devices (MUTCD) as the reference guide for placement of temporary traffic control within Douglas County. The MUTCD shall be used in streets, alleys, highways, transit stops or other facilities, hereinafter referred to as "county transportation facilities." The county may also adopt manuals, in whole or in part, developed and published by other cities, states or the federal government, along with modifications, amendments, or a supplement specific to Douglas County.
- (B) All temporary traffic control plans (TTCP) must be prepared by an American Traffic Safety Services Association (ATSSA) Certified Work Zone Traffic Control Supervisor or a Nevada Registered Professional Civil Engineer.
- (C) Clarifications and corrections. The county engineer is authorized to publish changes and corrections to the MUTCD as needed to provide clarification, additional explanation or illustration of any provisions, or to correct typographical or other similar errors. Such clarifications and corrections shall be in writing and stated on the road closure permit form.
- (D) The county engineer or designee, is authorized to approve or disapprove barricading utilized on any county transportation facility, and to take those actions necessary, in his or her professional judgment and in accordance with the MUTCD, to promote, preserve and protect public health, safety and welfare on such transportation facilities with respect to barricading and temporary traffic control.

*To COUNTY
ADOPTED DEC.
WHAT CHANGES TO
THIS DOCUMENT.*

*Traffic control as STATED
@ END OF SECTION.*

- NOT BY
THIS DOCUMENT
WHERE IS CODE SECTION?*
- (E) It is unlawful for any person to restrict any portion of a county transportation facility, right-of-way or easement in a manner that is not in compliance with the MUTCD, unless approved by the county engineer or designee.

10.10.4 Authority to approve or deny restriction and issue permits

(A) Permit required. No person shall restrict any portion of a county transportation facility, county right-of-way or easement without first obtaining a valid road closure permit unless otherwise provided for in this title.
The necessity of a road closure permit shall be as follows:

(Is this only for County Maintained Facilities? see (B))

- 1) For temporary restrictions of a transportation facility that have a duration of under one hour no road closure permit is required if the following conditions are met:
 - i. No intersections are restricted. *why 300ft?*
 - ii. No roadways within 300-feet of a traffic signal are restricted.
- 2) For temporary restrictions of a transportation facility that has a duration of greater than one hour, but less than four hours a road closure permit is required. All provisions of the road closure permit shall be completed except the "Public Notice" provision.
- 3) For temporary restrictions with a duration of greater than four hours all provisions of the road closure shall be completed.
- 4) For closures within 300-feet of a Nevada Department of Transportation (NDOT) owned right of way (US 395, 88, 50, SR 756, 757, 759, 206, 207, 209, etc.) the applicant shall contact NDOT to verify what additional permits and requirements may be necessary to gain approval. *why?*
- 5) Parades may be exempt from strict adherence to the MUTCD if intersecting streets will not be closed for more than four hours. Due to the general "rolling" closure of roads along parade routes, volunteers may be used in lieu of signage to denote the closure of roads. Proposed parade routes and traffic control measures shall be submitted to the county engineer for review and approval. *From ndot or county*
- 6) Transportation facility closures which occur as a result of a reoccurring event may have a traffic control plan on file with the county. A permit shall not be required for each event, but notification of parties listed under the "Affected Party All Closures" of the road closure permit shall be notified for each event. *Which provision is this listed?*

How will you going to know if apply to NDOT?

(B) Authority to approve or deny restrictions.

10.10.3.D?

- 1) The county engineer or a designee shall have the authority to approve or deny all partial and full restrictions of county transportation facilities in conjunction with any work, construction, maintenance, or other use of county rights-of-way or easements to promote, preserve or protect public health, safety and welfare by minimizing impact on the traveling public and gaining compliance with temporary traffic control standards with respect to such restrictions.
- 2) For a closure of a town or GID maintained county transportation facility, the town or district engineer may approve or deny the closure permit. *WHAT? Where is the form? Has will anyone track this?*
 - i. An application shall be made to the town or general improvement district on a form provided by the entity.
 - ii. The TTCP shall be prepared or approved by the town or GID engineer.
 - iii. The approved TTCP shall be forwarded to the county engineer for notification, but not

for review or approval. For closures within 300 feet of a county maintained right of way the county engineer shall review the plan for its impact to the county transportation facility.

- 1. The county requires that as a minimum the following parties be notified for a planned closure that will be in effect for more than one hour:

PROVIDE CONTACT INFORMATION
NOTICING DISPATCH will BE ENOUGH FOR: SHERIFF PARAMEDIC FIRE DEPT.

sheriff's dispatch, paramedics, school district transportation division, jurisdictional fire department, homeowner or business residing along the street, and the refuse collection agency.

- 2. Additional notifications may be required by the town or GID.

Change EVENT APP TO include THIS FORM.

iv. For events anticipated to attract more than 500 attendees or that cross jurisdictional boundaries the TTCP shall be submitted through the county's outdoor festival permit and shall be under the review of the county engineer. The county engineer shall coordinate with the engineer or manager representing the affected towns or GID.

WHAT IS THIS FOR?

(C) The county engineer may establish procedures, rules and issue permits. The county engineer shall develop, publish and revise from time to time as needed, procedures and rules, hereinafter referred to as the rules, for applying for permission to restrict any portion of a county transportation facility, and is authorized to issue or cause to be issued a road closure permit for all such requests that are approved. The rules may include blanket exceptions for certain types of work or specific types of restrictions for which a road closure permit is not necessary. Each road closure permit shall include general and special conditions as determined necessary by the county engineer or designee for the permit holder's temporary use of the right-of-way to promote, preserve or protect public health, safety and welfare by minimizing impact on the traveling public and gaining compliance with temporary traffic control standards with respect to such restrictions.

FOR WORK MAINT

(D) Temporary traffic control permit modification, suspension or revocation. The county engineer or designee may modify any condition of a permit, or suspend or revoke such temporary traffic control permit at any time when necessary, in his sole discretion, to promote, preserve or protect public health, safety and welfare. Such permit may also be suspended or revoked if the permit holder fails to follow the MUTCD, applicable laws, or any general or special conditions of the permit.

WHAT IF ITS A NEEL? (THINK)

APPROVED PLAN?

(E) This ordinance shall not limit any town or general improvement district to require additional forms, information, permits or compensation from the applicant for the temporary closure.

IT DOES? THIS CREATES MORE WORK FOR STAFF BASED ON ACTIVITIES BY RESIDENTS OR TOWN STAFF WHEN CRACK SEALING.

10.10.5 Permit Fees.

HOW IS THIS DETERMINED? WHY EXEMPT?

(A) No permit fee is required where the applicant is a Douglas County based charitable or nonprofit organization in good standing or when the applicant is an agency or department of the county, or an unincorporated town, or general improvement district. PUBLIC

(B) Fees shall be set by the board of county commissioners on the road closure permit application.

(C) Temporary traffic control fees must be paid at the time of submittal of a road closure permit.

(D) The county shall not charge any fees in addition to those collected by a town or GID under their submittal processes. SHOULD BE THE SAME FOR TOWNS IF B.2.1 IS IMPLEMENTED.